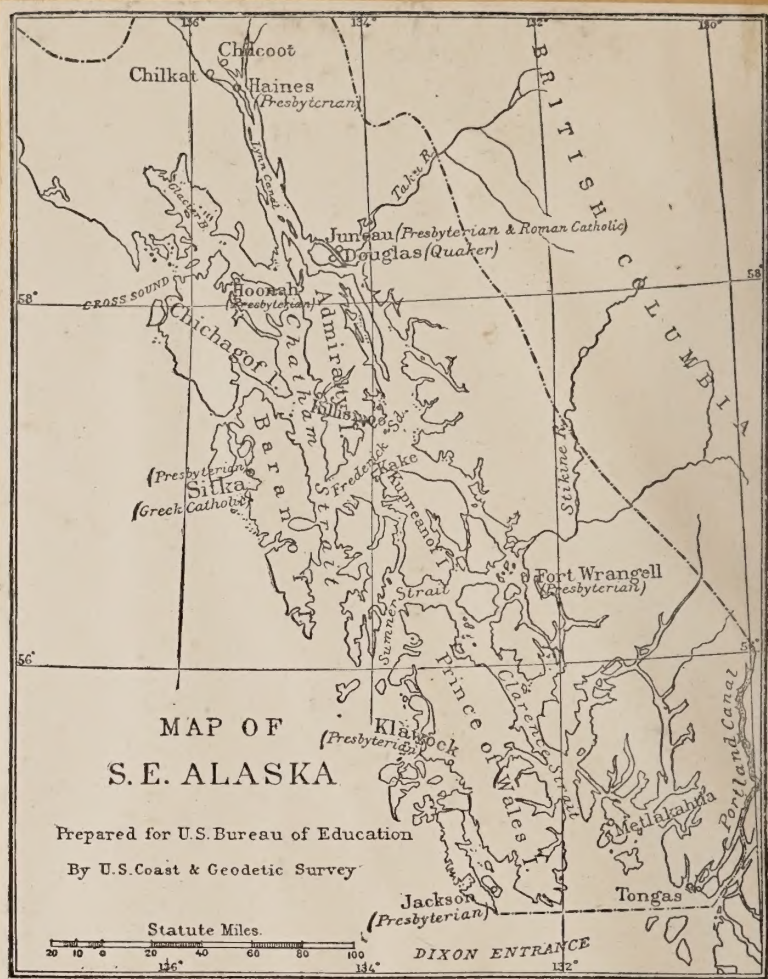
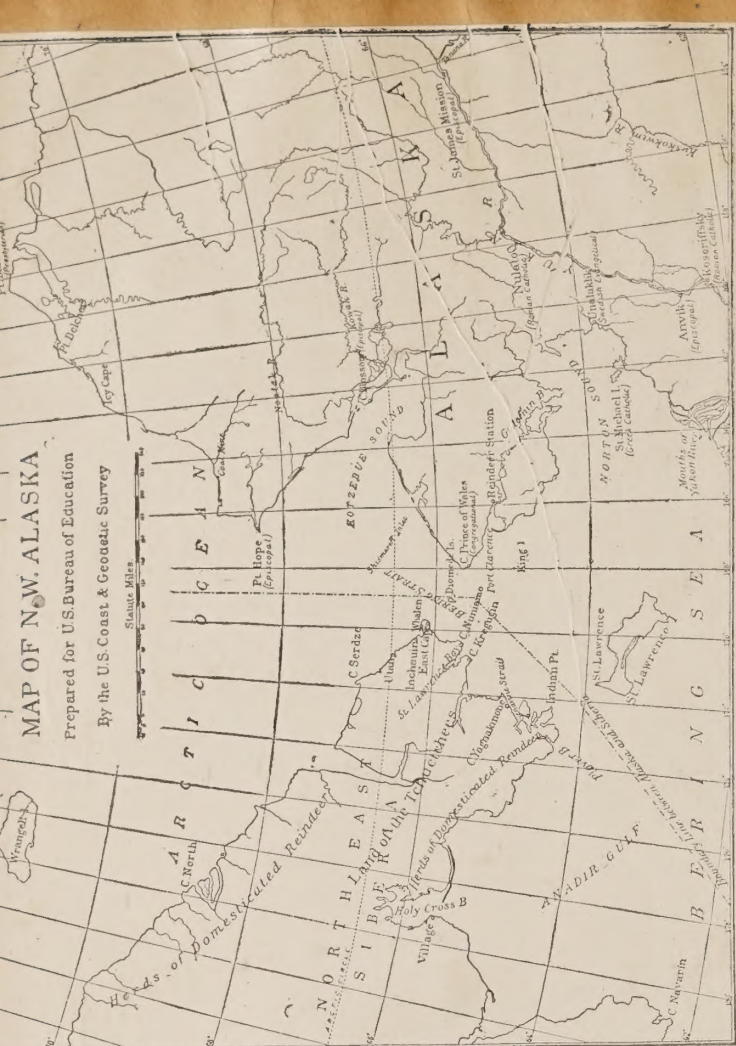




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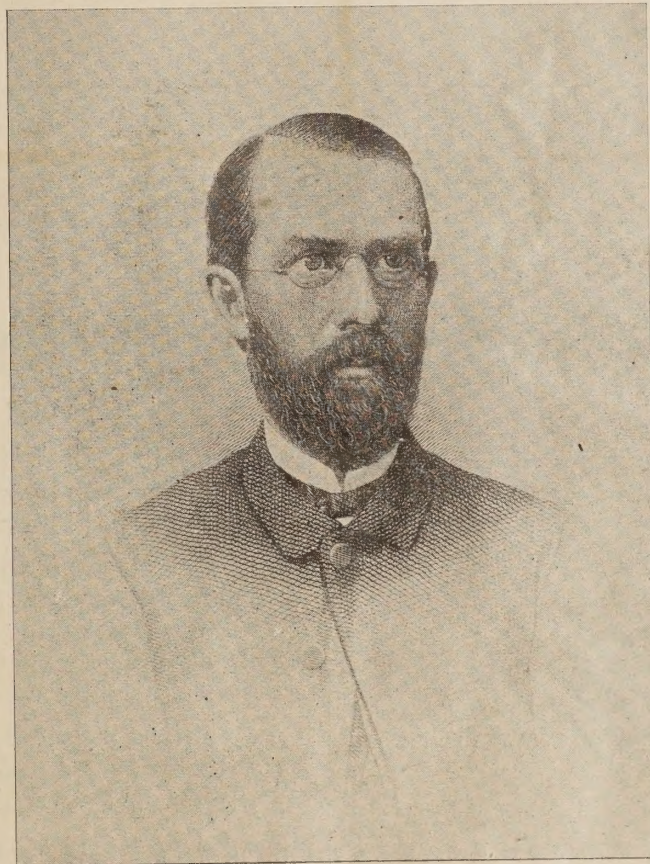
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PITTSBURGH, PA., THURSDAY, MARCH 26, 1896.

VOL. III., No. 26.



SHELDON JACKSON, D.D.



EXTERMINATING THE REINDEER IN GREENLAND.—DRAWN BY D. SMITH.—[SEE PAGE 481.]

Frank Leslie. Jan 24 1891

Tromsø, in Finmark on the Norwegian coast, an intelligent, courteous merchant arranged for us an excursion of two hours inland, where we could spend part of a day with the Lapps in the midst of their herds and habitations. It was a very laborious journey up into the hills, through forests of birch, rocky ravines, over fallen trees and mountain torrents. Here and

there were open spaces, still white with the last winter snow-drifts. But at last we reached the upland where a large and dense pack of reindeer were pressing into an enclosure, guided and driven by the Lapps and their faithful dogs. This rude stockade is the Arctic farmyard, and near by are two or three just such structures as you see in this picture of a Lapp encampment.

We entered the enclosure with the deer and the little Lapp colony, old and young. They took real interest in showing us how they lassoed the animals, and then milked them at their ease. While our friends remained to see more of the deer and their friendly owners, we wandered out of the farmyard and entered one of the Lapp homes that stood so near. A fire was smouldering in the centre on the earthen floor, and the smoke slowly ascended and found its way out through a hole in the roof.

Though destitute of anything that we would call furniture, the place was by no means destitute of comforts. The ground floor was covered with branches of birch, on which were laid deerskins. Natural hooks on the poles that formed the roof and a hanging shelf were serviceable. On the latter we noticed some cups, saucers, and other conveniences for cooking and eating. On one of the deerskins that had evidently just been left on our arrival we observed a good pair of scissors and other implements of womanly industry. Near by were two books, bound in leather. On examination they proved to be a New Testament and a volume of Bible Histories in the Finnish tongue, both published in Stockholm.

These people are decidedly religious in both feeling and habits. They are Bible Christians of the Lutheran Church, and observe the Sabbath. They can read, being instructed in the summer season by a teacher provided by the Government. After paying them a small

fee for their trouble in bringing in the deer and showing us their possessions, we found our way back to Tromsø and the steamer, grateful for such a pleasant view and memory of these diminutive, hospitable, amiable, and intelligently-religious people of the North.

EXTERMINATING THE REINDEER.

THE reindeer, as is generally known, is domesticated and employed as a beast of burden by the Lapps, Finns, and Norwegians. They are kept in herds and trained for this service, in which they show great endurance, and can maintain a speed of nine or ten miles an hour. The person owning a thousand or more is considered as something of a Croesus, whereas the man who possesses only forty or fifty is little thought of financially. The Greenland reindeer is the same animal as that found in Lapland, but has never been domesticated. They still exist in great numbers on the desolate coasts of that ice-bound isle, but as the Esquimaux are becoming more proficient in the use of the fire-arms furnished them by the Danish Government, these animals will probably be exterminated before many years have passed. They live on the coasts only (the interior being an ice wilderness and barren), subsisting chiefly on lichens, moss, dwarf willow, birch, etc. These are often buried under the heavy snows, and then the animal is compelled to dig them out, using his cloven hoofs and his curiously formed antlers to great advantage.



Illustrated Christian Worker
March 2, 1878

Finland and the Lapps.

BY REV. WENDELL PRIME.

THERE are few summer excursions by water, so full of interest and beauty as the voyage by steamer between St. Petersburg and Stockholm. The steamer touches at several of the chief ports on the coast of Finland. As there is scarcely any darkness at any hour of the night during the summer in this region, it does not matter at what hour of the twenty-four the vessel enters a port, if you have any great desire to see the place and its surroundings.

This view from the immediate vicinity of

HELSINGFORS.

gives a very good impression of the high degree of civilization and culture that the traveller finds in this remote northern land. The entrance to the harbor of Helsingfors is very striking. The fortress, built on several islands, has been called the Gibraltar of the north. This was the rallying point of the forces of Sweden in their struggle against Russia in 1808. Since its surrender and the dominion of the country by the Russians, Helsingfors has increased in size, beauty, and prosperity. Its streets are wide, straight, and well-paved. On the great square are several large public edifices, such as the Senate-house, the University, and a fine church. In the University, are valuable collections, libraries, and all the appointments of an institution of the highest class. In these far northern lands, the people

LAPPS.

make far more of their summer than we do where the summer is longer. In all the cities of the north, during the warm season, we find the people almost living out-of-doors. It seems as though their household affairs must be arranged, so as to give them a great proportion of the hours for enjoyment in the public gardens and other suburban resorts.

There is as great a difference between the inhabitants of this lower part of Finland and the little people of the extreme north as between our own aborigines and the inhabitants of our cultivated regions. In the picture of the

LAPPS,

we observe the peculiar physical characteristics and mode of dress that belong to this interesting fragment of humanity. It is well known that their resources are in their herds of reindeer. Food, drink, clothing, and many other necessities and comforts come to them only from these companions of their loneliness and labor. Only two or three families are gathered together in one encampment because this implies so large a number of deer that much space is required to secure sufficient forage for their nourishment. Many travellers in Scandinavia have an opportunity to visit a

LAPP ENCAMPMENT

by touching at some point on the northern coast of Norway, near which these curious people have taken up their abode during the summer months. Some time ago, while visiting



North Cape Norway

230 Frank Leslie Illustrated Newspaper
November 1st 1890.

A TRIP TO THE NORTH CAPE.

OUR North Cape journey proper commenced at Christiania, where we took steamer for Bergen, skirting the bleak and rocky shores of Norway for the whole distance. A bleaker shore can scarcely be imagined—bare walls of naked rock—but wherever earth enough for a hen to scratch in is to be found, there is a house, perhaps a village. Any people who can win a livelihood from such a soil deserve to live long in this world to enjoy that which has been gained at the cost of such patient industry.

Bergen we found to be a quaint but busy town, as its trade is largely in fish—some portions of it have an ancient and fish-like odor not altogether pleasing. Its harbor generally holds representatives of all the maritime nations of the world, and its vessels visit all ports. English interests predominate. In fact, Norway seems little more than an English province. English capital appears to have absorbed all enterprises of a paying character, such as railroads, factories, commercial lines, etc. It is a general pleasure-ground for England, and one meets parties of English tourists (who arrive by ship-loads) at every point, laden with an incredible number of hat-boxes, band-boxes, bonnet-boxes, huge walking-sticks—or, rather, clubs—and sometimes even bath-tubs, all classified under the general term "luggage." And one must confess that there is a great deal of lugging to be done.

From Bergen we made a week's tour of the fiords. By steamer to Oddie through the beautiful Hardanger fiord, thence by carriage passing the Laatifos, Espelandfos, and Skjaesdalfos (all of them, as their names indicate, being waterfalls), to Seljestad. From Oddie to Eide by steamer is a continuation of the same scenery along the fiords, grand and beautiful, with snow-capped peaks on either hand and innumerable streams falling in countless cascades to the waters below. From Eide through wild and romantic gorges to Vossvangen, where we remain for the

night, and make an early start for Gutvangen via Stahlheim. At the latter place the road descends one thousand feet in less than a mile by eighteen zig-zags across the head of the Naerodal. Through this narrow gorge with peaks on either hand rising 4,500 feet in perpendicular height, we drive to Gutvangen, at the head of the Naero fiord. The scenery here is of the grandest and wildest description. We are surrounded on all sides by impassable snow-clad heights, without any apparent way of exit, and when we board the little steamer, it seems impossible to move a mile in any direction; but as we proceed, narrow channels appear between the towering peaks, and like a tiny insect the steamer threads her way through barriers that seem impassable, by narrow and intricate passages, disclosing at each turn new scenes of the same wild and imposing character. At Laerdalsoerven, a rather desolate collection of houses situated on the terminal moraine of a former glacier, we remain for the night, and, returning to Vossvangen, take the railroad to Bergen—a road, the character of which may be imagined from the fact that though only sixty-seven miles long it runs through forty-eight tunnels. One's experience in riding over it is similar to that of a chipmunk in a stone fence—no sooner out of one hole than plunged into another. At Bergen we take the steamer *Olaf Kyrie* and proceed northward, now through fiords, anon among islands, again through the open sea, until we reach Trondjheim, where we spend a day at the hotel on shore, to permit the ship to be victualled and otherwise arranged for our eight days' Arctic cruise. Leaving Trondjheim on the evening of one day, passing Torghattan, a mountain with a natural tunnel entirely through it, visible from the ship, we cross the Arctic Circle at 10 P.M. of the next day at an immense rocky promontory called the "Veiled Horseman," from a fancied resemblance to that object. We are now in the land of continuous day. We are up and about the ship all night without knowing that it is night. The mind is bewildered by the new conditions; we seem to have entered a region where all our accepted ideas of natural law are at fault, night abolished, day eternal. The sun does not set nor rise, but sweeps round the heavens in an immense circle. Old things seem to



Hammerfest. Norway



1. THE NORTH CAPE. 2. HAMMERFEST, THE MOST NORTHERLY TOWN IN THE WORLD. 3. A FAMILY GROUP

A TRIP TO THE "LAND OF THE MIDNIGHT SUN."—SCENES IN NORWAY.—FROM PHOTOS SUPPLIED

have passed away and all things become new. The points of the compass, as heretofore recognized by the rising and setting of the sun, now fail us, and even the needle seems to wander promiscuously among the points, in the most unreliable manner.

Leaving the main land, we stand out to sea and reach the Lofoden Islands, a chain of naked, black mountain tops rising from the sea for hundreds of feet. Near the location of the fabled Maelstrom we enter the maze of channels between them, and again find ourselves navigating smooth waters among snow-covered peaks. Henningsvair, a small fishing village, lies on a sheltered harbor surrounded on all sides by lofty mountains. Through the Raftsund we have the same grand scenery in its wildest aspect, peak rising above peak with intervening glaciers, from which the wind descends with a cutting character scarcely compatible with the accepted ideas of midsummer.

From Tromsø, situated on the main land, we ride out to a Lapp village, where we visit their encampment with about three hundred reindeer. They are a puny, diminutive people, the men seldom ranging over five feet, and the women much shorter, living in the most squalid manner in huts similar to the tepees of our American Indians. Their clothing seems to have been put on for life, and it is not difficult to imagine that it had never been off during that period, although a regard for truth compels me to say in their behalf, that during our stay one woman gave her infant a bath in the dinner-pot, and then proceeded to lace it up in a com-

pact bundle, ready for hanging on a tree, or placing in a corner. Dogs and children were licking the same pot with the most charming equality and fraternity.

We left Tromsø at 5 P. M., July 3d, and as eight bells (midnight) announced the morning of the Fourth, our captain ordered the American flag hoisted, and fired a salute to the ship's guns, which echoed and re-echoed among the peaks of that desolate region, while the Americans cheered and marched the deck singing "The Star Spangled Banner," "America," etc. A few hours later, as we entered Hammerfest—our ship gayly decked with flags—the band of the German ship *Kaiser Wilhelm* struck up "Hail Columbia"—the familiar strains in that far distant land arousing a thousand memories of home and those we left behind us. At dinner we organized in the cabin, with Dr. Reeves Jackson, of Chicago, as chairman, and proceeded to celebrate the day in American style. Hammerfest being the most northerly civilized

settlement and post-office in the world, all were desirous of mailing letters from this point. Before leaving port a whaling steamer came in with a newly captured whale in tow. We took the ship's boats, and had a close view of the prize, which was about fifty feet long. Leaving Hammerfest we proceeded northward toward the Cape. At 7 P. M. we passed the celebrated Gull Rocks, the breeding-place and general resort of countless flocks of these birds. A gun fired from the ship startled them from their resting-places, and I can compare the sight to nothing but



LAPP ENCAMPMENT.

A furious snow-storm, of which the gulls were the flakes. At 10 P. M. we reached the Cape amid rain, hail, and snow. The ship came to anchor in a small cove exposed to the long swells of the Arctic, which broke upon the rocks all around us, causing such a roll as sent chairs, stools, and other unsecured objects flying about the decks, and drove most of the passengers to their state-rooms. A few of us who were roll-proof hung on to the rails and indulged in fishing for cod, of which we caught a few.

Never shall we forget that Fourth of July night—when there was no night—only a gray daylight resembling a dark November day. The naked, black rock rising hundreds of feet above our heads, the roaring of the waves that thundered at its base, the rain, the hail, the snow, everything reeking with moisture and accompanied by a wind that penetrated all fabrics, every one wrapped in all the clothing at one's command, our seasick fellow-passengers—all presented a picture of misery and wretchedness not readily effaced. After a short stay anchor was weighed and the ship headed southward on our return. Gaining the smooth water behind the islands, the sick recovered, and matters generally were greatly mended.

Before we reached Hammerfest it cleared off, and proved one of the most beautiful of days. At 9 P. M., continuing our southward journey, we left Hammerfest, passing through the Lyngen fiord, a grand and gloomy passage between towering mountains, the gorges filled with glaciers from which the wind swept down, reminding us that it was not the July to which we had been accustomed. As we steamed out to the open sea the sky was cloudless, and at midnight the sun was shining with all the splendor of midday. Sweeping down toward the horizon and slowly rising again, he marked alike the end and the beginning of day; sunset and sunrise at the same moment of time, and that it was with no feeble, struggling ray was proved by the fact that with a glass holes were readily burned in hats, caps, wallets, postal-cards, etc., to be kept as souvenirs. The next day was also clear, and at midnight we were favored with another unclouded view of the sun as he illuminated the black crags of the Lofoden Islands, over which he hung before beginning his upward journey for the new day. We were in all, five nights within the Circle; on two of them the sun was slightly obscured by light clouds, casting the most beautiful imaginable hues over sea and mountain: two were cloudless, affording perfect views of his disk, and one was a striking specimen of what the weather in that latitude may be, even at midsummer.

At Trondjheim we left the *Olaf Kyrie*, parting with regret from Captain Getz and other officers of the ship, who had been indefatigable in their efforts to promote the comfort of the passengers.



4 A MOUNTAIN ROAD.

I cannot refrain from alluding to the character of the roads throughout Norway: they are more like roads in a park than in a mountainous region—smooth, well guarded along precipices, they are marvels, of engineering skill, and elicit the admiration of all who travel in that region.

The experiences of such a trip are peculiar, and not to be had in any other part of the world. To leave civilization behind, to cut loose from the ordinary methods of communication, to seem to leave behind the laws that govern nature; in fact, to seem to leave the planet itself, is an experience well worth the

long journey it costs. In comparison the Norwegian with the Alaskan trip, I must say that, while the glaciers in the former are vast and imposing, none are for one moment to be compared to the Muir of Alaska, nor are there any mountains approaching the height of Mounts Fairweather, Crillon, or St. Elias. Should the Alaskan trip be extended to the true land of the midnight sun (within the Arctic Circle), it would therefore surpass (at least in the grandeur of the objects named) the now unsurpassed North Cape trip.

D. W. BAKER.

OUR ANIMAL FRIENDS

PUBLISHED ON THE FIRST OF EVERY MONTH BY

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JOHN P. HAINES, President
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OUR REINDEER EXPERIMENT

BY TAPPAN ADNEY

WHEN the United States Revenue Marine Steamer "Bear" left Port Townsend on the 25th of May, 1891, she was bound on an errand of more peculiar interest than that usually offered by her annual cruise to Behring Sea. The project which Captain

Healy was to assist in carrying out, in addition to his duties as sole representative of the United States Government on that far northern coast, was not only for the immediate relief of humanity (for there would have been nothing unusual in that), but one which might prove the means for the development of a barren tract of country equal in area to the New England and the Middle States, together with Ohio, Indiana, and Illinois. This tract of 400,000 square miles, useless for cultivation, is the Alaska which we purchased from Russia; but it must be remembered that its wealth, except for certain gold deposits, and some timber in the southern part, lies along the coast. The possibilities of the barren interior, however, a moss and grass covered tundra, were certainly never suspected then, nor are they fully known now, by a large number of tolerably well-informed people. It is to Dr. Sheldon Jackson, and the societies and gentlemen whom he interested in the subject, that credit must be given for the very first step in this direction. Dr. Jackson long foresaw that the civilization of the Esquimaux of Alaska must begin in a more material way than many Christians are apt to think. It was the physical welfare of those people that needed the first attention of philanthropists. The Indians of Southern Alaska (which is the "Alaska" of the

REPORT

THE

SECRETARY OF THE INTERIOR.

DEPARTMENT OF THE INTERIOR,
Washington, D. C., November 27, 1895.

SIR: I have the honor to submit the following review of the business transacted by the Interior Department during the last fiscal year, together with suggestions and recommendations which seem worthy of consideration:

EDUCATION IN ALASKA.—During the year there have been maintained in Alaska 16 day schools, with 24 teachers; 7 contract schools, with 49 teachers and employees, and 15 mission schools, with 61 teachers and missionaries. These mission schools have been supported wholly by the churches themselves the past year, but up to the present year the Bureau has been able to offer a subsidy to reimburse them for a portion of their work.

The introduction of reindeer into Alaska has proved a complete success, and to expedite matters the propriety of placing, with the consent of the Russian Government, a purchasing station somewhere on the Siberian coast is suggested. It seems that there are something over 300,000 square miles, or one-half of the vast territory comprised in Alaska, covered with a thickset, long-fibered white moss, which forms the favorite food of the reindeer. Over large sections this has accumulated in beds of a foot in thickness. To convert this possible food into actual food and clothing for human beings it is necessary that it shall be first transformed into reindeer meat and fur by the grazing of immense herds of domestic reindeer. If the estimate is correct that one skilled herder with his family can furnish reindeer meat and clothing sufficient for twenty families of miners or other settlers, the importance of reindeer culture in this region becomes manifest. New gold mines are being developed in Alaska every year, and the need of food and clothing, and especially of rapid transportation, for a large migration may be prepared for by the introduction of reindeer. The food for thousands of herds is already there, but the deer must be imported from Siberia. The experiment of importing Lapland families to train the natives into herdsmen has proved a success. The percentage of loss of the reindeer calves during the past spring was reduced from more than 22 per cent to less than 1 per cent in one year's time by the skill of the new herdsmen.

ALASKA.

The governor, James Sheakley, in his report, states that during June and July, through the courtesy of Capt. C. L. Hooper, of the United States Revenue-Cutter Service, he had an opportunity for the first time of visiting the principal villages on the coast between Sitka and the Aleutian Islands; also the Seal Islands in Bering Sea.

The Government schools throughout the Territory were well conducted during the past year. The school buildings are all in good repair, having modern school furniture, stoves, fuel, and all that is suitable and comfortable for the people that attend. Competent and experienced teachers are employed, and the advancement made by the native children in deportment, dress, cleanliness, and civilized manners was marked and greater than in any former year. The organic act creating the District of Alaska requires that the Secretary of the Interior shall make needful and proper provision for the education of children in Alaska, but this it is impossible to do without an increased appropriation.

The Governor commends Dr. Sheldon Jackson's project of stocking northern Alaska with reindeer from Siberia which has been in successful progress for four years. There are now three herds in Arctic Alaska, aggregating about 900 deer. One of the herds is under the care of Eskimos exclusively. At the present rate of increase it will not be many years until each settlement in that region will have a herd of domestic reindeer to draw upon for a partial supply of food.

tourist) had already, in a measure, been attended to. But Northern Alaska, the great northwest end of the continent, four thousand miles to the northward of us, and stretching so far west toward Asia that San Francisco itself stands on a meridian only half way between the Aleutian Islands and Eastport, Maine—this Alaska was sparsely peopled by Esquimaux. It was seldom visited except by whalers and sealers, and even now but once a year is any representative of the government seen there, and mails are received and despatched but once a year. This Esquimaux population, living on the coast, subsisted on fish, seal, walrus, and whales. Whenever there was a scarcity of these creatures, the winter following would be one of great hardship. In the fierce struggle for existence the race barely survived, and the population of Alaska has been steadily decreasing. At last the whales were driven away by the whalers, and sought comparative safety in the Arctic Ocean. The seals were driven off by the sealers, while inroads were made upon the once abundant walrus. The salmon canneries in Southern Alaska commenced the extermination of the fish. Thus cut off from their natural food supply, whole villages were swept away by starvation, as photographs of their bleaching bones and deserted huts testify. Dr. Jackson, as Superintendent of Education in Alaska, foresaw the end that was surely approaching, and, fired with an intense enthusiasm, he interested certain religious societies, which established mission schools at scattered points on the Alaskan coast; but he saw that, sooner or later, unless something better could be done, the Esquimaux must become mere pensioners upon the government, a policy that, in the case of our Indians, has done more than anything else to retard the effort to make them industrious and worthy citizens. It was a happy moment, indeed, when a plan suggested itself that would solve the problem of the Esquimaux's daily meal, and might prove as profitable to citizens of the United States as the destruction of whales and seals. It was none other than to introduce upon the barren tundra the domesticated reindeer of Lapland, a country which, but for the reindeer, would be uninhabitable by man. He would train the Esquimaux to the care of herds which would furnish them with food and clothes and means of transportation. There were many obstacles to be expected, some real and some imaginary. Congress refused to give the needed help; then (as may be remembered) an appeal was made through the public press to the people of the United States, and with two thousand and odd dollars thus raised, the first steps were taken to carry out the plan. Nothing could have been, but for the assistance of the Secretary of the Treasury, who placed at the disposal of Dr. Jackson the service of the revenue steamer "Bear." And when the final reckoning is made, it may be found that credit for the success of the undertaking will be due hardly more to Dr. Jackson himself than to the hearty coöperation of the several Secretaries of the Treasury, and of Captain Healy, the commander of the "Bear." ★ ★ ★ ★

A station—named the Teller Reindeer Station, in honor of the Hon. Henry M. Teller, the ex-Secretary of the Interior, who has taken a leading

Ten different denominations are represented in Alaska by ministers and teachers. In summing up the work of the various missions and Government schools the governor gives the following emphatic testimony to their usefulness:

The teacher and the missionary, the church and the school, have exerted a more potent influence for the elevation, civilization, and education of the Alaskan than any and all other forces combined.

Respectfully submitted.

HOKE SMITH,
Secretary.

The PRESIDENT.

STATEMENT OF THE COMMISSIONER OF EDUCATION.

DEPARTMENT OF THE INTERIOR,
BUREAU OF EDUCATION,
Washington, D. C., September 1, 1895.

SIR: I have the honor to submit the following report of the operations of this office for the fiscal year ending June 30, 1895:

Introduction of reindeer.—As the years pass by it becomes more and more evident that the introduction of domestic reindeer into Alaska is a complete success. At the outset of the movement Dr. Sheldon Jackson's proposition to introduce the domestic reindeer of Siberia as a new source of food supply for the famished Eskimo of Arctic Alaska was received with so much skepticism that Congress declined to furnish the necessary appropriation.

To demonstrate the feasibility of the undertaking an appeal was made to the benevolent public, and over \$2,000 was quickly contributed toward the experiment.

With this sum Dr. Jackson procured 16 reindeer in 1891 and 171 in 1892.

Encouraged by the result, Congress for the fiscal year ending June 30, 1894, made a small appropriation of \$6,000. The following year this was increased to \$7,500, which sum was also appropriated for the present year. With this sum 387 head of deer have been purchased and landed in Alaska, salaries of superintendents, teachers, and herders paid, buildings erected, and Eskimo apprentices fed and clothed. To the 387 head originally purchased in Siberia 548 fawns have been born on Alaskan soil.

Last fall a log dwelling house 16 by 35 feet in size was erected at the station for the use of the Lapp herders, and this fall a log building is in process of erection.

These buildings are constructed from drift logs found along the beach, there being no trees in the vicinity of the station.

In the commencement of the reindeer herd on the American continent Siberian herders were employed; but these not proving satisfactory, last season an agent was sent to Lapland, who procured six Lapp men with their wives and children. Here again the interest of the American people was of great assistance to the Bureau. Not being able to use any of the appropriation for sending an agent to Europe or for the transportation of the Lapps to this country, a few friends defrayed the expense.

The experience of the past year has demonstrated the wisdom of this movement. The greater intelligence, skill, and gentleness of the Lapps in handling the deer, and the introduction of their improved methods of treatment, have greatly promoted the welfare of the herd. In 1894 41 fawns out of the 186 born were lost under the supervision of Siberian herdsmen. This spring under the care of the Lapps but 3 fawns were lost out of 215 born at two of the three stations. This large saving would alone pay the extra expense of procuring the Lapps.

It has also been found that there is a hearty agreement in the work between the Lapps and the Eskimo.

Last fall a commencement was made in the distribution from the central herd at the Teller Station.

In August, 1894, 118 head of deer were given to Mr. W. T. Lopp, in



part in all that has been done—was then established near Port Clarence, forty miles south of Behring Strait, and three thousand one hundred and eighty-five miles northwest of San Francisco. Congress having now stepped in with an appropriation, and further appropriations being made afterward, deer were purchased each year and placed at the station, together with several Siberian herders, who were to take charge of the herds and instruct the young Esquimaux in the care of deer. Once again it became necessary to call upon private individuals for money, on account of the insufficiency of the Congressional allowance; the government seeming to think that it is better to spend millions of dollars for the support of paupers than to spend a few thousands to make them self-supporting.

It was evident at the start that the Reindeer Station should be in charge of some one familiar with the habits and accustomed to the care of deer, and that he should be an intelligent white man. Accordingly advertisements were inserted in Scandinavian papers, and several hundred replies were received, all agreeing that it would be necessary to procure native Laplanders, together with the trained dogs. A Scandinavian, Mr. William A. Kjellmann, has been made superintendent of the station, and ^{Sent by Dr. Jackson} ~~has gone~~ to Lapland to procure a few Lapps and their families to act as herdsman.

It was natural to look to Lapland for trained herdsman rather than Siberia, because it is in Lapland that the management of reindeer is understood in perfection. Much information was secured by Dr. Jackson concerning the deer in Lapland, ~~which~~

But there will be yet another benefit. At present, communication with the outside world is possible but once a year, and in winter not even the native villages can communicate with each other; so that a village or a ship's crew would perish before relief could be sent for. With reindeer, travelling so much faster than dogs, a regular, say a monthly, post route could be maintained with Northern Alaska. The great whaling fleet which winters in the Arctic at the mouth of the Mackenzie River could then communicate with their owners and friends, instead of waiting for a whole year to report either their success or their safety.

Prince of Wales. This spring the herd was increased by the birth of 68 fawns.

I had hoped ere this to have sent similar herds to the Swedish Evangelical Mission at the head of Norton Sound and to the Episcopalians and Roman Catholics on the Yukon River, but have been delayed.

Something in that direction may still be done this season.

The Eskimo have been so little accustomed to assistance from the whites that they have been somewhat skeptical concerning their being permitted to ultimately own the reindeer. As evidence of good faith,

in February last a herd of 112 head was loaned to three or four of the most experienced native apprentices, and they went off by themselves. This spring during fawning season a Lapp was sent to their assistance, and they lost only 1 fawn out of the 73 born.

In the annual report of the introduction of reindeer into Alaska, by Dr. Sheldon Jackson, speaking of the possibilities of reindeer transportation, he indicated a route from the Yukon River Valley along the Tanana and Copper rivers to the Pacific coast.

This summer the miners have made the trip from Cook Inlet across to the Upper Yukon gold mines over the proposed route, and find it much quicker than the old one via Chilkat Pass.

The experience of the past four years has demonstrated the fact that the present system of procuring reindeer is too slow. At the present rate it will take many years to accomplish the purpose of the Government.

To expedite matters I would respectfully suggest the propriety of placing, with the consent of the Russian Government, a purchasing station somewhere on the Siberian coast, to remain through the year. If successful, such a station ought to gather together 2,000 or 3,000 head and have them ready for transportation.

The success of the past justifies the enlargement of operations, and I would respectfully recommend for the coming year an appropriation of \$20,000 for the introduction of reindeer.

All of which is respectfully submitted.

WM. T. HARRIS,
Commissioner.

Hon. HOKE SMITH,
Secretary of the Interior.

REPORT

OF

THE GOVERNOR OF ALASKA

EXECUTIVE OFFICE,
TERRITORY OF ALASKA,
Sitka, October 1, 1895.

SIR: I have the honor to submit this my annual report on the condition of affairs in this Territory in regard to the population, industries, resources, and the execution of the laws.

REINDEER.

The project of stocking northern Alaska with domesticated reindeer from Siberia has now been in progress for four years and each succeeding year demonstrates its success more and more. There are now three herds in arctic Alaska, making in all about nine hundred. One of the herds is under the care of Eskimos exclusively. At the present rate of increase it will not be many years until each settlement in that region will have a herd of domesticated reindeer to draw upon for a partial supply of food.

In this enterprise the United States Revenue-Cutter Service has heartily cooperated with the Bureau of Education. Much praise is also due to Capt. M. A. Healy, commander of the U. S. revenue cutter *Bear*, for the energy and ability with which he has cooperated with Dr. Jackson, who is in charge of the movement.

Very respectfully, your obedient servant,

JAMES SHEAKLEY,
Governor of Alaska.

The SECRETARY OF THE INTERIOR.

The advantages of the introduction of reindeer have already been earnestly and well set forth by Dr. Jackson, but not largely through popular channels, so that there are still many people who have the vaguest sort of idea of a work that has now passed the experimental stage, and promises to be one of the most hopeful works of philanthropy that have been lately undertaken by anyone.

OCTOBER 16, 1895.]

THE MORAVIAN.

BETHLEHEM, PA., OCTOBER 16, 1895.

REINDEER IN ALASKA.—THE MORAVIAN acknowledges with thanks the receipt of Dr. Sheldon Jackson's Report for 1894 on *The Introduction of Domesticated Reindeer into Alaska*, with maps and illustrations.

The frontispiece is an excellent reproduction of a photograph of one of the Laplander families now at the Teller Reindeer Station, and there is also a full page group of all the Laplanders, five married couples with their children, one unmarried man, and Mr. W. A. Kjellman, the Superintendent, who brought these skilled Lapp herders to America from Norway last year. The report states that it was very difficult to persuade them to leave their country and people, on account of their intense love of home. Yet their services were considered indispensable on account of their superior intelligence and experience. That they had no need to come, and probably made sacrifices in doing so is shown by the statement that some of them "are men of property, owning large herds of reindeer, and have several thousand dollars deposited in bank. It is pleasant to read that they brought with them a full supply of Lapp literature, including hymn-books and Bibles. They left their home in Norway April 10, and reached Teller Reindeer Station July 29, having traveled over 12,500 miles.

A number of Eskimo men were also employed in the care of the herd at the station, and some of them made good progress, and promise to be successful herders. During the Summer of 1894, 120 head of deer were purchased in Siberia and transported to the Teller Station, making a total of 588. As to the distribution of the herd, the Report says:

In August last 118 head of deer were given to Mr. W. F. Lopp, in charge of the American Missionary Association at Cape Prince of Wales, for the use of that station. This is the commencement of the policy of the Government to secure the active co-operation and assistance of all the missionaries in Alaska. The missionaries being the most intelligent and disinterested friends of the natives, the Government naturally looks upon them as the best agents through whom to reach them. From their position and work, having learned the character and needs of the people, they are best fitted to wisely plan and carry out methods for transferring the ownership of the deer from the Government to the natives in such a manner as will best facilitate the reindeer industry.

The Government further realizes the fact that the natives who most completely come under mission influence, civilization, and education are the coming

men of affairs among their own people, and therefore are the best men to lead in a new movement. At an early day herds will be turned over to the Episcopalian, Presbyterian, Roman Catholic, Moravian, Methodist, and Swedish mission stations.

A herd of 100 is also to be loaned to five



Samuel Johnsen Kemi, Wife & Babe
Teller Reindeer Station Alaska



ARCTIC MUSICIANS.



A GLIMPSE OF HOME LIFE IN LAPLAND.—FROM A PHOTO SUPPLIED BY D. W. BAKER.

line with its several branches would number 4,000 miles. To make this express possible it is essential that the reindeer shall be widely distributed throughout all northern Alaska, and to accomplish this in the near future will require some more rapid method of securing the animals.

Hence the Report recommends the establishing, with the consent of the Russian Government, of a purchasing station in Siberia, at which the reindeer might be gathered, so as to be ready for shipment, and says that "instead of transporting 100 or 200 head a season, there is no reason why 1,000 should not be secured."

It is evident that the introduction of domesticated reindeer into Alaska is an established success, and that the reindeer, by the goodness of Divine Providence, is to play an important part in the uplifting and civilizing of the natives of Alaska. May the divine blessing continue to rest upon the development of this philanthropic scheme for their benefit, and all the desired results be realized!

The "Itinerary," describing Dr. Jackson's visit to Alaska from April 16 to November 6, 1894, during which time he traveled more than 23,000 miles, forms a most interesting portion of the Report, and includes what may be termed the Alaskan annals, from the earliest times. In this portion of the Report, which covers 100 pages in all, we find photographic portraits of some of the missionaries and teachers in Alaska, among them a very good one of Bro. Kilbuck. There is also a striking view of "Whalers wintering at Herschell

natives for five years, at the end of which "they are to return 100 head of deer to the Government, and retain the increase for themselves. The progress of this latter herd will be watched with special interest."

With regard to the benefits of reindeer transportation, the Report refers to the whalers that winter off the Arctic coast, and the advantage to the owners in San Francisco, if they could hear from them during the Winter, and shows that this could easily be done by means of a reindeer mail service. The miners in the Yukon country are eager to have reindeer for transportation purposes. The schools and missionary stations could by the same means have more frequent communication with the outside world. Several routes for this mail service are outlined. As the Post Office department will first open mail communications with the mining camps on the upper Yukon, it is probable that a trunk line of the reindeer express will go up the Yukon river to the mining settlements, and the southwestern settlements will be connected with this trunk line.

At Nushagak (Carmel) on Bristol Bay is a Moravian mission and school, a Russo-Greek mission and several large salmon canneries. Starting at Carmel the express can carry the mail via the Moravian station at Quinehaha and the salmon canneries in the vicinity of Bethel, 400 miles. At Bethel is a Moravian mission and school, and a trading place. From Bethel up the Kuskokwim river via the Moravian Mission Ogavigamute, the Russo-Greek mission Ougovigamute, . . . up the Yukon river . . . to Nulato, about 500 miles from Bethel. . . The trunk

Island," with a beautiful aurora lighting up the scene.

The Appendix contains correspondence, etc., referring to the care of the reindeer, and a monograph on "Reindeer" by Charles Hallock, M.A., M.B.S., ex-editor of *Forest and Stream*, author of "Our New Alaska," etc., etc., and is also illustrated with interesting views, among them Bethel and Carmel, and several native drawings.

The entire Report shows that, as Dr. Jackson states, "the year of 1894 has been one of gratifying progress and success," on which we beg to congratulate him most sincerely, and trust that the Report of his this year's visit may tell the same good news of the year 1895.

For the Companion.

HOW TO MAKE AND USE SKEES.

Skees are long, thin pieces of wood which are used in Norway, Sweden and Russia, as a means of locomotion over the deep snow of those countries in places where no one can travel without snow-shoes or skees. They are much swifter and not so clumsy as snow-shoes, but occupy more space.

Long distances may be travelled in a single day by their aid, and great feats can be performed on them. Skee-jumping in Norway is one of the popular athletic sports, and a record is kept of long jumps made. The best record for last winter was a jump of seventy feet through the air in a lateral direction, on one skee, from a precipice twenty feet in height. This shows the remarkable degree of skill which the Norwegians have attained in the art.

The cost of making a pair of skees is not more than seventy-five cents. Mine cost but forty cents.



9 P.A. Rist

1 S.J. Kemi. 3 M.J. Nakkila. 5 M.A. Eira. 7 W.A. Kjellmann Supt. 11 J.S. Bornensis
2 Mrs Kemi. 4 Mrs Bornensis. 6 Mrs Nakkila. 8 Eira Jr. 10 Mrs Eira. 12 Mrs Souby. 13 A.L. Souby

To make a pair of skees, procure a strip of ash or hard pine about twenty feet long, seven-eighths of an inch thick and a little wider than the foot of the person who is going to use them. If it is a small person the piece should be much shorter, for the longer the skees are the heavier and harder are they to manage. The wood should be straight-grained and have no knots, in order that it shall not break in jumping.

Skees can be made out of other kinds of wood than ash or hard pine; but if any other wood is used, be sure that it will bend and twist without breaking.

Cut the board in two in the middle, and you have two pieces, each ten feet long and about three inches and a half wide. From points six inches each side of the middle—this will leave a flat space for your foot—draw a line down the side, tapering to about a quarter of an inch thick at the front and three-eighths of an inch at the back end. From the middle plane down to this line at the back; in front it will be better to take off an eighth of an inch more midway between the centre and the end. This will give a finer taper, and it will bend much easier and look better.

The bottom side, or the one that rests on the snow, should be left straight, and sand-papered until it is smooth. The back ends of the skees should be heavier than the front, because in turning around you describe a circle, the rear ends being the pivot, the front ends describing the circumference.

Next point the front ends by cutting and planing them. They will look better if you begin to cut about two feet from the end. When this is done the skee looks like Fig. 1.

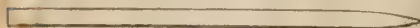


FIG. 1.

The next thing is to get a piece of leather an eighth of an inch thick, fifteen inches long and an inch and a half wide. I purchased mine at a harness shop, where they cut it out of the hide just the size I wanted. This should be cut in two, and one piece will answer for each skee. It should be strapped tightly over the toes to hold them to the skees. Screw or nail on these pieces four inches forward of the centre.

Next make two small blocks, three-quarters of an inch thick and wide, and as long as the skee is wide, and nail them on the skees under the ball of the foot in rear of the strap, and far enough back so that the heel can touch the skee when pressed down hard, but without cramping or pain to the foot. The object of these blocks is to keep the feet from slipping back out of the strap when

snow gets in under the feet and makes them slippery.

When this is done the skee looks like Fig. 2.



FIG. 2.

The only thing to be done now is to turn up the front ends six or eight inches. This can be done after these ends of the skees have been boiled for an hour. When this has been done, fasten them up bent, so that they will remain in that position when dried. Then your skee is finished.

Some time must be spent in practice before you can walk without getting the skees crossed or twisted, or without falling down. Skees have a decided advantage over other snow-shoes, for no matter where you go, up hill or down, you can proceed without taking them off and dragging them after you.

To steer them, throw your weight on the side of the skees which is toward the direction in which you wish to turn; if you want to turn to the left, throw your weight on the left side of the skees, and lift the right side. To turn around to the

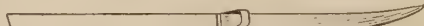


FIG. 3.

right, take a long step to the right with the right foot, and bring the left foot up to it. By repeating this you turn around. It is slow work, but you "get there" in the end.

In coasting, it is well to have a long pole to use in balancing yourself. You can regain your balance, if lost, by dragging one end of this pole. When you coast you must, if you intend to do it successfully, throw your body slightly backward, and bend your knees a little. If this is done you will never fall forward, but will sit down without hurting yourself, unless you are going at a high rate of speed.

H. C. ELLIS.

tundra of Alaska were exterminated by injudicious slaughter, and as the walrus, whale and seal are also rapidly disappearing, owing to the inroads of the rapacious hunters of the United States and Great Britain, it seemed only a matter of a short time before the natives of Alaska would be face to face with starvation.

In this emergency Dr. Sheldon Jackson of the National Bureau of Education in Washington suggested that the government transport from Siberia the domesticated reindeer that are to the Siberians what herds of cattle are to the Texan. His plan met with favor, and Dr. Jackson bought and transported to Alaska a herd of over 700 reindeer, which, it is expected, will increase until it will furnish food, clothing and transportation for the 17,000 Eskimo who inhabit Alaska and its adjacent islands.



DR. SHELDON JACKSON.

In one year the herd increased over 200. It was at first placed in charge of a colony of Laplanders who were imported from Siberia, but as they were homesick and un-

Republic Washington D.C.
UNCLE SAM'S REINDEER FARM
Jan 12 1895
Dr. Jackson Established It In Alaska to Prevent the Eskimos From Starving.

That the great father in Washington cares for his people even when they are the humble Eskimo of Alaska is shown by the recent importation of a great herd of reindeer designed to keep them from starving. Years ago the vast herds of wild reindeer that roamed the marshy moss covered

reliable Dr. Jackson employed William A. Kjellmann of Madison, Wis., to officiate as superintendent of the reindeer station. Kjellmann is 32 years of age and has had considerable experience raising reindeer in Norway.

The plan of the United States is to lease small herds of 20 reindeer to the most substantial citizens of the Eskimo villages with the understanding that in five years 100 must be returned to the government. All the increase above 100 will be the property of the Eskimo. At the end of five years the Eskimo should be able to return 100 deer and still have 30 or 40 of his own. The natives consider the proposition a fair one, and they will without doubt care for the herds more faithfully than they would if the deer were given them by the government.

When he began carrying out his plan, Dr. Jackson was told by George Kennan and others that on account of certain superstitions the Siberian natives would on no account sell the government reindeer, and that even if they did the deer would not eat food that had been handled and would die in two days on board a steamer. Happily both predictions proved untrue.

NEW HAMPSHIRE

Congregational Record.

Published every Friday, under the auspices of the General Association of the Congregational and Presbyterian Churches of New Hampshire.

Entered at the postoffice at Concord, N. H., as second class matter.

FRIDAY, APRIL 5, 1895.

Alaska and its Reindeer.

People who sneered at Secretary Seward's purchase, on the 30th of March, 1867, of a territory nine times as large as that of the New England States, a frozen zone of bergs and bears, have been gradually abating their caustic speeches, as the wonders of this vast estate have been unfolding to the explorer, and particularly as the United States is found to be making a good four per cent. on its investment from the seal fisheries of two of the smaller islands in its long, trailing archipelago.

Meteorologists say that, owing to the presence of warm currents of the Pacific ocean, the climate of Sitka and the regions on the southern coast is more mild than that of the coast line of the New England states, and no one can tell what may be the developments of the future in the way of the arts, and methods of civilized and progressive life.

But one move on the part of the Government is of especial interest. It is the introduction from Siberia of domesticated reindeer for the use of the Esquimaux of northern and arctic Alaska.

A recent report to Hon. W. T. Harris, LL. D., United States Commissioner of Education, from Rev. Sheldon Jackson, General Agent of Education in Alaska, gives the history of the enterprise thus far. A herd of one hundred and seventy-one deer were brought across the strait, in instalments, in 1892, the money for these initial steps being secured by appeals in a number of eastern newspapers. In 1893 Congress appropriated \$6,000, and under the superintendence of Mr.

Jackson an experiment station was equipped, named the Teller station, in honor of Hon. Henry M. Teller, who, as Secretary of the Interior in 1885, authorized the establishment of the common school system in Alaska. A number of Laplanders have been imported to care for the reindeer, and to train the Esquimaux in their management, the Siberians being unreliable and demanding whiskey.

For a time Rev. W. T. Lopp was superintendent of the station, but upon the murder of Rev. H. K. Thurston, missionary at Cape Prince of Wales, in August, 1893, Mr. Lopp offered his services to the American Missionary Association to fill his place, and Mr. William A. Kielmann, of Madison, Wisconsin, succeeds him. At the date of the report there were in the station at Port Clarence 346 reindeer.

As the first herd was purchased by the Government from private funds contributed for the purpose, it is proposed to give one hundred head of reindeer to each of four missionary stations,—the Congregationalists at Cape Prince of Wales, the Swedish Evangelical church at Golovin bay, the Roman Catholic church on the Yukon river, and the Presbyterian church on St. Lawrence island.

Mr. Jackson represents that there are hundreds of thousands of square miles of territory in arctic Alaska utterly unfit for cattle, or horse, or sheep, but well adapted for raising reindeer, and this animal seems adapted by nature to supply most of the needs of the frugal Esquimaux.—at once a substitute for the horse, the cow, sheep, and goat. It furnishes clothing, food, and companionship in the bearing of burdens. It can endure any amount of cold, and feeds on twigs of trees in summer, and in winter grubs under the snow for dry moss and lichens.

14
Rasmus B. Anderson, author of "Norse Mythology," "Viking Tales," etc., says of this enterprise: "With the efforts you are now making a great industry will doubtless be developed in Alaska, giving sustenance and employment to thousands of inhabitants, and in addition thereto, developing a large reindeer product for export. The reindeer will in time make those large, moss-grown tracts of Alaska a suitable abode for civilized man. The rich fields of reindeer moss will supply food for millions of reindeer, and these will in time give sustenance to thousands of human beings. The enterprise deserves the most cordial support of the Government."

The Record
Chicago Ill
May 16, 1895.

Reindeer for Alaska.

That the government is not overlooking the possibilities of Alaska is shown from time to time by various enterprises designed to develop the resources of that far-away region against the time when capital and civilization shall invade it.

The latest of these necessarily desultory efforts will be undertaken under the direction of Mr. J. C. Widstead of Madison, Wis., who sails from San Francisco June 5 for a long sojourn in Port Clarence, where he will superintend the importation of large numbers of domesticated reindeer from Siberia. Some time ago, under the direction of Dr. Sheldon Jackson, the government sent a number of Laplanders, with their dogs, to Port Clarence to teach the Eskimo the art of herding reindeer. The result of their efforts has been favorable, and the Lappish immigrants before long will bring over their families and prepare to settle permanently. There are, however, only about 500 reindeer in all the vast territory, and Mr. Widstead's commission is to stock the entire western part of Alaska above the Aleutian islands.

While engaged upon this work Mr. Widstead will write for *THE RECORD* occasional articles descriptive of his unique employment and of the life and conditions and the progress of the least-known part of the United States' possessions.



DR. SHELDON JACKSON LANDING THE FIRST DOMESTIC REINDEER ON THE AMERICAN CONTINENT, PORT CLARENCE, ALASKA, JULY 4, 1892



FAMILY OF ELK.

The Alaskan.

and HERALD combined,
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SATURDAY, JUNE 22, 1895.

INTRODUCTION OF DOMESTIC REINDEER IN ALASKA.

Our illustration this month is from a photograph of Dr. Sheldon Jackson landing at Port Clarence, Alaska, the commencement of the first herd of domestic reindeer ever introduced into America.

This notable event took place early in the morning of July 4th, 1892.

In 1890 Dr. Jackson was sent by the government to organize schools among the Eskimo in Arctic Alaska. In the execution of his instructions he found that they were at times in a starving condition.

Their principal food products were whale, walrus, seal and fish. But the whale had been so persistently hunted during the last 40 years that they were either killed off or frightened away beyond the reach of the natives. This condition of affairs demanded that something should be done. It was impossible to restock the ocean with whales and thus continue the former supply of food. Hence the next

best thing was to provide a new food product in the domestic reindeer.

In the fall of 1890 he returned to Washington and asked for an appropriation from Congress for the purpose of purchasing domestic reindeer in Siberia, transporting them to Alaska and instructing the Eskimo in their care and management.

No action being taken by the government, he appealed to friends and secured over \$2000 for the experiment. In the mean time a sentiment had developed in some influential quarters that the proposed plan was not feasible—that the superstitions of the Siberians would prevent their selling their reindeer—that the reindeer would not bear a sea voyage—and that if landed in Alaska the natives and their dogs would kill them.

This feeling was so strong that the season of 1891 was given up to demonstrating the fact that reindeer could both be purchased and transported, and would do well. Sixteen head were purchased, transported, and landed on the shores of Unalaska harbor.

The feasibility of the plan having been demonstrated, the work of gathering a herd was entered upon in earnest during the summer of 1892, when one hundred and seventy-one head were purchased and landed at Port Clarence as the beginning of a herd which now numbers over six hundred.

Republican
St Louis. Mo
May 26. 1895-

We also observe that the Government has issued a valuable work, the "Introduction of Domesticated Reindeer into Alaska," which touches a thrilling economic issue in one part of our great and glorious land. It can be obtained for the asking, and asking for it will help to keep Congressmen busy in the off year. While we are learning all about the art and science of government, let us not forget the necessary revolution of supplanting the unruly and curly-tailed dog of the Eskimo with the orderly and milk-giving reindeer.

Truly, knowledge is power and the pen has long-distance staying power which the sword never acquired in the Hundred Years' War.

REINDEER FOR ALASKA.

May 27. 1895-
Chicago News-Record.

That the government is not overlooking the possibilities of Alaska is shown from time to time by various enterprises designed to develop the resources of that far-away region against the time when capital and civilization shall invade it.

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The Moravian Missionary Reporter.

One Penny per copy. One Shilling per annum. Post free, One Shilling and Sixpence per annum. One dozen copies, post free to any part of the world.

All communications for the Editor to be addressed to 7, Furnival's Inn, Holborn, London, E.C.

January 1896

INTRODUCTION OF THE REINDEER INTO ALASKA.

For some years we have watched with keen interest an industrial experiment on a large scale undertaken by the United States Government on behalf of the new State of Alaska. It is carried out in a Christian spirit, and bids fair to be thoroughly successful.

In order to develop the resources of the people of that remote section of the country it has been proposed to introduce the tame reindeer from the opposite coast of Siberia. The food supply of the natives, which consists chiefly of the walrus, is being rapidly exhausted. The danger of famine on this account will be averted by the introduction of herds of reindeer. There is plenty of feed for these animals in the moss, which extends far and wide over the Territory. In the summer of 1891 sixteen reindeer were brought successfully through Behring Straits from the coast of Northern Siberia, and landed at an island in the harbour of Unalaska. In the summer of 1892 these deer were in thriving condition and were increasing. One hundred and seventy-five more reindeer were purchased from the same quarter and brought over to an experiment station at Port Clarence, near Cape Prince of Wales, where a teacher and assistant are in charge of them. These instruct pupils detailed thither from some of the missionary settlements in the herding and training of these wonderful animals. Inasmuch as a reindeer can travel nearly 100 miles a day with a sledge, it is not unreasonable to hope that within a few years there may be a winter express route extending from Point Barrow, the northernmost settlement, to Unalaska, the port with which it is possible to maintain communication by steamboat at all seasons of the year. It is quite likely that a similar express route may be connected with south-east Alaska by means of the valleys of the Yukon and its western branches.

BERRY & SONS, 1, King Edward-st., London. PORTER Boston, U. S. A.

THE REINDEER HUMBBUG.

A Foolish and Costly Attempt to Do a Useless Thing.

WASHINGTON, Feb. 5.—One of the most unblushing annual raids on the Treasury is that reindeer appropriation which the Congress is urged to make for the purpose of supplying the Innuits of Alaska with the means of living in their own country; of saving them from starvation.

There are two fundamental falsehoods in the reindeer argument for an appropriation by Congress. These falsehoods were just as flagrant when this argument was first advanced in 1891 as they are to-day in the annual report of the Commissioner of Education for 1895.

First, it is false that our Alaskan Innuits were or are in danger of starvation. They have never been in such danger since the transfer to our Government of the region where they live. There has never been a year since then when the annual run of salmon from the sea has not in itself been ten times greater up the rivers, streams, and creeks of their country than they required for their entire food support for those years, each and every one, from Kotzebue Sound in the Arctic Ocean way down to Bristol Bay in Behring Sea. In addition to this abundant food supply the Alaskan Innuit has the winter fishing which every lake and considerable stream of Alaska affords; he has the greatest abundance of hair seals (*Phoca fasciata*) and the big mak klook seal during winter months. He has lost the wolves and the whales, it is true, but with their loss he has still an overwhelming abundance, if he chooses to take care of it.

Secondly, the domesticated reindeer, or Siberian deer of the Tchoukies, are not going to be herded and cared for by our Alaskan Innuits. They simply will not subject themselves to that care. The Innuits can get their living easier by paying such attention as they choose to the bush resources of their own region. They are not going to follow the feeding herds, guarding them day and night from bears, wolves, and their own wolfish dogs throughout the year, as the Siberian Tchoukies do. The Asiatics are obliged to care for their herds in this way, or starve. They have no such natural supply of food and game to draw upon for subsistence; hence their attention to the reindeer.

What has the Rev. Sheldon Jackson done with the deer which he has been able by the generosity of Congress to transport to Alaska

from Siberia? He first put these animals in charge of a few native Siberians who originally owned the deer. These natives he was obliged to get rid of because they openly ridiculed the whole business when they saw what a good country the Alaskan Innuit had to live in.

This was awkward; so he sent for some Lapps and hired them to take charge of the imported herd. A log house and stable for the Lapps and the herd was built and dubbed the "Teller Reindeer Station," so that sturdy Senator's influence in behalf of renewed annual and increased appropriations should not be lost.

To-day this missionary reports that he has about 500 head of reindeer, all doing well in the charge of those hired herders from Lapland. But he is not satisfied with the well doing; he says that things are too slow; he wants Congress to give him \$20,000 for the introduction of more deer from Siberia.

He has got more deer to-day up there than the Alaskan Innuit will ever take care of. The deportation of a few hundred Siberian reindeer to the large and uninhabited islands of the Aleutian chain, where they could run and increase, free from bears, wolves, dogs, or any other natural enemy, would have been a sensible measure in 1891. The steps that have been taken are a clean and shallow steal, in so far as the public Treasury is concerned, or the wellbeing of the Alaskan Innuits.

The Sun.

MONDAY, FEBRUARY 10, 1896.

The Commissioner of Education wants an appropriation of \$45,000 more for the purpose of buying reindeer as a means of rapid transit and food supply for the natives of Alaska. It seems that one company offers to let the Government have 1,500 of these Alaskan rapid transit dairies for \$30 apiece, which is a fair price considering the hard times. The reindeer preserves are a curious part of the great work of the Commissioner of Education. No doubt the educational influences of the Bureau of Education on the reindeer and of the reindeer on the natives are very beautiful, but the reindeer business is one of the most romantic into which the Government has ever gone, and that is saying a good deal.

New York City The Sun.

MONDAY, FEBRUARY 17, 1896.

REINDEER FOR ALASKA.

Commissioner Harris Tells What Has Been Done and Can Be Done With Them.

TO THE EDITOR OF THE SUN—Sir: I notice an article in the issue of your paper of Feb. 6 in regard to the recent proposal to appropriate the sum of \$45,000 to introduce domesticated reindeer into Alaska. In the article that you have published you say that the object is the prevention of starvation on the part of the natives.

From the fact that Alaska furnishes in immense quantities the moss on which the reindeer feed, it has been inferred correctly that the breeding and training of the reindeer would be a proper industry for the natives of Alaska and at once make these natives useful to white settlers who should go there. Little can be done with agriculture in that region, but a large population may yet live on the productions of Alaska if the immense fields of moss are made available through the mediation of the reindeer. Judging by the experience of Lapland and Finland, nearly 10,000 reindeer could easily find permanent support on the moss of Alaska. The native, instead of being in danger of starvation, would then furnish a permanent supply of food, not only for his own people but for Arctic voyagers, for the immigrants to the mines, and for the other settlers from the States.

But the question of food supply is not the only one. The communication from one point to another during the long winters of Alaska is by dogs. But transportation by the reindeer is much more speedy and sure. The reindeer can find his subsistence at any point in Alaska in midwinter, wherever his driver turns him loose; but food for the dogs in travelling has to be transported with the baggage that he carries or else must be found at the frequent villages which make possible any journey with dogs. The introduction of reindeer, therefore, is the key to the entire situation.

Alaska has been and will be an item of great expense to the United States Government. This expense has been met by the seal production until the recent destruction of the fisheries. Meanwhile, what shall be done with Alaska,

this territory of 584,000 square miles? During the last year nearly \$1,000,000 of gold was mined in these regions. The miners must have their food brought from the States. Their communication with the civilized world is limited to a brief period in the summer. But the reindeer can furnish food and transportation in sufficient quantities provided the natives are trained so as to become herdsmen. The missionary stations, twenty in number, of all denominations—Catholics, Russians, and various Protestants—are eager to undertake the instruction of their pupils in the art of breeding and herding the reindeer. This bureau has already been engaged in this experiment since 1891. The first year there were obtained 16 reindeer; the second, 171; the third, 127; the fourth, 120; and last year, 130. The possibility of transporting the deer across the sea, and subsisting him en route, and of keeping a herd on this side, has been fully demonstrated. We have purchased in all 564 deer, and there have been born in Alaska from this herd 571 fawns. Seven families of Lapps have been procured to teach the improved methods of breeding and caring for these reindeer, and they have met thus far with excellent success. Whereas, in 1894, under Siberian herdsmen, the mortality of the reindeer was so great that out of 186 born 41 were lost, under the care of the Lapps out of 223 born in the spring of 1895, only 15 were lost. We have at present a herd of 910 reindeer and the rate of increase is about 50 per cent. annually. The first attempt was made during last year to transport some of this herd to the missionary stations south of Golovin Bay and the Yukon River.

With the small herd that we have thus far collected we have solved the problem of the introduction of the reindeer, and find that this animal can be domesticated in Alaska and do all that was claimed for it at first. But it should be introduced in large numbers; the United States ought to purchase at least one large herd. What would be called a large herd in Lapland is 5,000 deer. But the request has been made on Congress to furnish only 1,500 reindeer, and this recommendation has been made in the interest of economy. The United States will be at a continued expense in providing for this distant region until it brings the people to self-support. It may as well have the whole region yield a profit to immigrants who go there, and to the Government itself, for the creation of great herds of reindeer will create a taxable property in that region. What reason is there, therefore, to increase this herd by the insignificant numbers of 200 and 300 a year, when by a more liberal expenditure a herd of 1,000 to 5,000 may be created at once, whose natural increase will be sufficient to furnish herds in a year or two to all the points held by missionaries or white settlers? Is it economy on the part of the United States Government to spend \$20,000 a year for the support of the native inhabitants in danger of starvation, as at the islands of St. Paul and St. George? Or is it best to spend \$45,000 or \$50,000, once for all, and have reindeer enough to stock all the islands and great herding stations on the mainland?

I do not wish to deprecate the sentimental argument which is appealing so strongly to the kind-hearted people of the United States. But it is very unjust to suppose that the sentimental argument is the only argument. This enterprise—the introduction of reindeer into Alaska—appeals to the coldest-hearted political economist as well as to the warmest-hearted missionary. It proposes to raise these people from the position of fishers and hunters, the lowest natural condition of man, up to that of herdsmen, one of the civilized conditions of men. And it is this latter reason that makes us repudiate the plan of stocking islands like the Aleutian and St. Lawrence Islands, for example, with tame reindeer, letting them run wild again in that region. We think it very important that the tame reindeer should be kept tame, and the native be elevated to the place of the herdsman, who rears the tame reindeer as a beast of burden and transportation and as a furnisher of food.

W. T. HARRIS, Commissioner.
BUREAU OF EDUCATION, WASHINGTON, Feb. 15.

The Reindeer Bureau at Washington.

We print this morning a letter from the Hon. WILLIAM T. HARRIS, Commissioner of Education, replying to certain remarks of a correspondent of THE SUN about a pet project of the so-called Bureau of Education, namely, the scheme to stock Alaska with Siberian reindeer at the expense of the United States Treasury.

In his last annual report, dated Sept. 1, 1895, Commissioner HARRIS asked Congress for \$20,000 with which to buy some more reindeer. As the amount mentioned now in his letter is \$45,000, we suppose that the Commissioner's ideas are growing larger as his enthusiasm for reindeer increases.

What has the Bureau of Education to do with stock raising in Alaska or elsewhere? The law creating that bureau expressly defines its purpose and its functions:

"There shall be in the Department of the Interior a bureau called the Office of Education, the purpose and duties of which shall be to collect statistics and facts showing the condition and progress of education in the several States and Territories, and to diffuse such information respecting the organization and management of schools and school systems, and methods of teaching, as shall aid the people of the United States in the establishment and maintenance of efficient school systems, and otherwise promote the cause of education throughout the United States."

strongly to the kind-hearted people of the United States. But it is very unjust to suppose that the sentimental argument is the only argument. This enterprise—the introduction of reindeer into Alaska—appeals to the coldest-hearted political economists as well as to the warmest-hearted missionary. It proposes to raise these people from the position of fishers and hunters, the lowest natural condition of man, up to that of herders, one of the civilized conditions of men. And it is this latter reason that makes us repudiate the plan of stocking islands like the Aleutian and St. Lawrence islands, for example, with tame reindeer, letting them run wild again in that region. We think it very important that the tame reindeer should be kept tame, and the native be elevated to the position of herdsman, who rears the tame reindeer as a beast of burden and transportation, and as furnisher of food. Very respectfully,
W. T. HARRIS, Commissioner.
Bureau of Education, February 13, 1896.

Washington, D.C. Post
Feb 8, 1896

\$45,000 FOR REINDEER.

Secretary Carlisle Calls Attention to the Wanting Food Supply of Alaskans.

The Secretary of the Treasury has transmitted to the House of Representatives a communication from the Commissioner of Education submitting an estimate of an appropriation for \$45,000 to buy reindeer for Alaska. In view of the fact that it is found to be impracticable to transport reindeer in revenue vessels, the Commissioner says, it would be advisable to advertise for bids for this service. One commercial company has offered to deliver 1,500 head a year at the rate of \$30 each. This is much less than the cost heretofore. The deer are found to thrive better on the American than on the Siberian side, and there is pasturage in Alaska for from 4,000,000 to 5,000,000 head, and as the straits of the natives for sufficient food increases slowly from year to year, the commissioner says it is important that the work of providing this new food supply should be hastened as much as possible.

REINDEER IN ALASKA.

The Indians Said to Be Killing and Selling Them for Food. 10.96

WASHINGTON, February 9.—In an interview in a Washington paper, in which no name is given, the statement is made that the Indians near St. Michaels are killing reindeer, which were imported for their use by the Government, and are selling the meat to white traders in Norton sound. John N. Wilson bought in February of last year, it is stated, two tons of reindeer hams at one cent per pound. The natives brought many loads of hams on dog sleds, and would have supplied several tons if they could have found a market. It is claimed that the importation of reindeer was never necessary, and that the \$45,000 asked for this year by the Secretary of the Treasury will be wasted if allowed. All statements of Government commissions in Alaska have been in favor of the importation of reindeer, and the matter will receive the attention of the department.

San Francisco Chronicle
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M. H. de YOUNG, Proprietor.

SUNDAY.....FEBRUARY 16, 1896

ALASKAN REINDEER.

A story comes from Washington to the effect that the Indians near St. Michaels, in Alaska, are slaughtering the reindeer recently imported by the Government for their benefit and selling the meat at ridiculously low prices to the whites in the Norton sound region. It is stated that John N. Wilson, a trader, in February, 1895, bought two tons of reindeer hams from the Indians which were brought to his place on dog sleds, and that if a market had presented itself much more could have been provided.

by references to the fact that the Government made a mistake in importing the reindeer, and that it would be unnecessary extravagance to make further expenditures for the purpose of adding to the herds, it is interesting to inquire who are the adverse critics of the movement to fill Alaska with an animal so well suited to the climate of the country. They cannot be the whites on Norton sound, for they would not oppose a movement which resulted in giving them cheap meat, and it is not probable that the Indians who are profiting by hunting and selling reindeer meat are advocates of economy in national expenditure.

Who, then, are the economists? The author of the statement is an anonymous contributor to a paper published at the national capital. In all probability he is one of the people maintained at Washington to look after the affairs of the big companies doing business in Alaska and whose interests will be best subserved by making the Territory as unattractive as possible. They are responsible for the obstacles placed in the way of providing a suitable government for Alaska, and they are doing all in their power to conceal the resources of the Territory, which they are always careful to portray as an uninviting region of little or no use except to grow fur-bearing animals.

The people of the Pacific Coast know better than this. They are aware that Alaska has a variety of resources and not a few attractions, and they believe that one day it will support as large, energetic and thrifty a population as is found in Sweden and Norway, whose advantages are small by comparison. The people aware of these facts noted with pleasure the movement to propagate the reindeer in Alaska, and were satisfied when they heard that they were multiplying so rapidly that they had already become a source of food supply that could be depended upon by Indians and whites. The statement telegraphed from Washington will only confirm their opinion as to the wisdom of the movement and the judiciousness of extending it by further appropriations if necessary. And such appropriations will only be opposed by the commercial companies and the steamship lines whose managers fancy that their income will be diminished if Alaska needs to draw less freely on other sections of the Union for salt beef, pork and other meats.

STOCKING ALASKA WITH REINDEER.

San Francisco Chronicle Feb 23, 96

Additions to Be Made to the Herds That Have Already Been Placed There. 1896

THE SECRETARY of the Interior has approved and forwarded to Congress the recommendation of the Commissioner of Education that the sum of \$45,000 should be appropriated the present year for the purchase of reindeer, the same to be furnished by the lowest bidder and delivered at suitable points on the Alaskan coast. Fifteen hundred to two thousand reindeer would, it is thought, be secured by this sum. Added to the 900 or more deer already in the herd kept at Port Clarence, near Behring straits, there will be a stock of 2500 or more. The natural increase of a herd of reindeer, judging from the experience of the last four years in Alaska, amounts to upward of 50 per cent increase of the entire herd. With 3000 reindeer the annual increase would be at least 1500, and the Bureau of Education could distribute in the first year a sufficient number to each missionary station and white settlement to provide herds of from 100 to 200 each. These, under the care of Lapland herdsmen and with additions from

the central herd on following years, would soon grow to be large herds. Through the efforts of the missionary schools and the Government schools the natives would learn to breed and train the reindeer, and the native population would thus be raised from the savage state of mere hunters and fishermen to the higher condition of nomads or herdsmen. Whereas, now intercommunication between the villages in Alaska is very precarious in the winter time, due to the fact that the dogs that draw the sledges have to creep along from village to village, in order to procure their necessary food, on the other hand the reindeer can procure his food immediately from the moss under the snow at any point where he is turned loose.

The dogs travel at the rate of thirty-five miles a day, while the reindeer travels ninety miles a day. It would be possible to have communication with all of the settlements scattered through Alaska once in two weeks during the long winter season. Once large herds of reindeer are established in Alaska a plentiful supply of the best food will become everywhere available. The danger to miners and other settlers who run the risk of coming short of provisions, in case of mishaps to their annual stores, would be removed, as well as the danger to those natives who have been deprived of their food by the destruction of the walrus and whale. There is no reason why a large population of hardy people should not live and find profitable industries in Alaska. The one food supply that amounts to anything is the long, white, fibrous moss (Cladonia rangifera), which exists in such abundance that 10,000,000 reindeer can subsist upon it within the Territory of Alaska, judging by the experience of those countries like Lapland and Finland, where similar conditions exist.

The main argument used by the Commissioner of Education for this appropriation on the part of Congress is not chiefly the one based on the Christian sentiment of the people, an appeal to prevent starvation, although all missionaries and other authorities report numerous cases of death by starvation. The object of the introduction of reindeer is not to afford a temporary relief by furnishing food to the natives, but rather the transformation of a people from the savage employments of hunting and fishing into a higher grade of civilization, that of herdsmen and teamsters. In the condition of herdsmen and teamsters these people at once come into profitable business relations with the rest of the world. They furnish deer skins and meat for commerce and they furnish the rapid transportation needed to make safe and prosperous the settlements in that Territory.

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TUESDAY, FEBRUARY 18, 1896.

REINDEER IN ALASKA.

The secretary of the interior has approved and forwarded to congress the recommendation of the commissioner of education that the sum of \$45,000 should be appropriated the present year for the purchase of reindeer, the same to be furnished by the lowest bidder and delivered at suitable points on the Alaskan coast. Fifteen hundred to two thousand reindeer would, it is thought, be secured by this sum. Added to the nine hundred or more deer already in the herd kept at Port Clarence, near Bering Straits, there will be a stock of twenty-five hundred

or more. The natural increase of a herd of reindeer, judging from the experience of the last four years in Alaska, amounts to upwards of 50 per cent. increase of the entire herd. With three thousand reindeer the annual increase would be at least fifteen hundred, and the bureau of education could distribute in the first year a sufficient number to each missionary station and white settlement to provide herds of from one to two hundred each. These, under the care of Lapland herdsmen and with additions from the central herd on following years would soon grow to be large herds. Through the efforts of the missionary schools and the government schools the natives would learn to breed and train the reindeer and the native population would thus be raised from the savage state of mere hunters and fishermen to the higher condition of nomads or herdsmen. Whereas now intercommunication between the villages in Alaska is very precarious in the winter time, due to the fact that the dogs that draw the sledges have to creep along from village to village in order to procure their necessary food, on the other hand the reindeer can procure his food immediately from the moss under the snow at any point where he is turned loose. The dogs travel at the rate of thirty-five miles a day, while the reindeer travels ninety miles a day. It would be possible to have communication with all of the settlements scattered through Alaska once in two weeks during the long winter season. Once large herds of reindeer are established in Alaska a plentiful supply of the best food will become everywhere available. The danger to miners and others settlers who run the risk of coming short of provisions in case of mishaps to their annual stores would be removed as well as the danger to those natives who have been deprived of their food by the destruction of the walrus and whale. There is no reason why a large population of hardy people should not live and find profitable industries in Alaska. The one food supply that amounts to anything is the long, white fibrous moss (*Cladonia Rangifera*) which exists in such abundance that ten million of reindeer can subsist upon it within the territory of Alaska, judging by the experience of those countries like Lapland and Finland, where similar conditions exist.

The main argument used by the commissioner of education for this appropriation on the part of congress is not chiefly the one based on the Christian sentiment of the people, an appeal to prevent starvation, although all missionaries and other authorities report numerous cases of death by starvation. The object of the introduction of reindeer is not to afford a temporary relief by furnishing food to the natives, but rather the transformation of a people from the savage employments of hunting and fishing into a higher grade of civilization, that of herdsmen and teamsters. In the condition of herdsmen and teamsters these people at once come into profitable business relations with the rest of the world. They furnish deer skins and meat for commerce, and they furnish the rapid transportation needed to make safe and prosperous the settlements in that territory.



New York Mail & Express
Feb 17, 1896

Sheldon Jackson and the Reindeer.

It is evident that secret and mysterious influences are at work in Washington to defeat the appropriation of \$20,000 requested by Dr. Sheldon Jackson and recommended by Dr. William T. Harris, Federal Commissioner of Education, for increasing the stock of Siberian domestic reindeer in Alaska. These influences secured the publication recently of a dispatch from the National capital containing the most vicious and unwarranted attack upon the integrity and good faith of Dr. Jackson which has appeared in print since that distinguished educator and missionary assumed the position of general agent of education in Alaska, or since the introduction of the reindeer in 1891 was first made possible through the direct efforts of The Mail and Express.

The annual statement of the Commissioner of Education to the Secretary of the Interior, published early in December and fully discussed by us at that time, contained a comprehensive review of the reindeer movement, its remarkable success, and the necessity for increased facilities to adequately develop this important factor in native progress and in the opening up of the territory to the commercial enterprise of the States. This statement set forth with statistical minuteness the steady progress of reindeer culture, and its extreme importance in furnishing a new food supply in Arctic Alaska, as well as in establishing a needed mail service and a valuable means of transportation and communication between the mining camps and missionary stations of the frozen North. It showed the growing recognition by the natives of the efforts in their behalf made by the heroic men and women who are devoting their lives to this labor, and urged an appropriation sufficient for the establishment, somewhere on the Siberian coast, with the consent of the Russian Government, of a purchasing station which is believed would be able to collect and transport each year from 2,000 to 3,000 head.

The enemies of the reindeer enterprise, either through ignorance or malice, boldly charge Dr. Jackson with falsehood regarding Alaskan conditions, and that a deliberate attempt was made to secure money by fraud from the United States

Government. The character of Dr. Jackson and that of Commissioner Harris, who vigorously supports the project, should be a sufficient answer to this dastardly assault, and should destroy absolutely the influence which this publication was evidently intended to exert upon the committee in charge of the request for funds.

In seeking to further his educational labor and alleviate the conditions of northern Alaska, Dr. Jackson is conferring a positive benefit upon the government. The carrying out of his plans means, for instance, the ultimate establishment of a mail route from the most northern extremity of the Territory down to Unalaska, where connection may be made by steamer with San Francisco. Such a reindeer line would cover probably 1,500 miles, and include all that region near the Yukon, which is at present accessible only by Indians with dog sleds, but which the daring of American miners during the past year proves must form the keystone of Alaskan development, by bringing to the surface mineral wealth of fabulous proportions. The domestic reindeer of Siberia is necessary to accomplish these results, for railroads are impossible, and service by dog sled is not only much more hazardous, but would consume an inordinate amount of time.

The natives of the northern region are half starved through their improvident habits and by reason of the extermination of the wild reindeer which formerly roamed that section. They are now being taught how to care for themselves and how to herd and increase the domestic deer, under a pledge of ultimate ownership which is proving a wholesome incentive. What is essential to both native progress and commercial development is a speedier method of purchase, and purchase in larger numbers. The appropriation of \$20,000 asked for will mean prompt advance instead of years of tedious toil. The possibilities of the reindeer in Alaska are to the Arctic region of that Territory as significant as were the transcontinental railroads to the United States at the time of their construction. The man who characterizes this enterprise as a humbug and the men behind it as charlatans, is either a knave or a fool, and we suspect that he is no fool.

MONEY WANTED FOR REINDEER

Boston Herald
How Important Industries May
Be Developed in Alaska.

Feb 17, 1896

Project to Supply the Natives with
New Means of Livelihood and Usefulness — Transformation of the
People to a Higher Grade of Civilization Would Result.

[Special Dispatch to the Boston Herald.]

WASHINGTON, D. C., Feb. 16, 1896. The secretary of the interior has approved and forwarded to Congress the recommendation of the commissioner of education that the sum of \$45,000 should be appropriated the present year for the purchase of reindeer, the same to be furnished by the lowest bidder, and delivered at suitable points on the Alaskan coast.

Fifteen hundred to 2000 reindeer would, it is thought, be secured by this sum. Added to the 900 or more deer already in the herd kept at Port Clarence, near Behring strait, there will be a stock of 2500 or more. The natural increase of a herd of reindeer, judging from the experience of the last four years in Alaska, amount to upward of 50 per cent. increase of the entire herd. With 3000 reindeer the annual increase would be at

least 1500, and the bureau of education could distribute in the first year a sufficient number to each missionary station and white settlement to provide herds of from 100 to 200 each. These, under the care of Lapland herdsmen, and with additions from the central herds on following years, would soon grow to be large herds.

Through the efforts of the missionary schools and the government schools the natives would learn to breed and train the reindeer, and the native population would thus be raised from the savage state of mere hunters and fishermen to the higher condition of nomadic herdsmen.

Whereas, now intercommunication between the villages in Alaska is very precarious in the winter time, due to the fact that the dogs that draw the sleds have to creep along from village to village, in order to procure their necessary food, on the other hand, the reindeer can procure his food immediately from the moss under the snow at any point where he is turned loose. The dogs travel at the rate of 35 miles a day, while the reindeer travels 90 miles a day. It would be possible to have communication with all of the settlements scattered through Alaska once in two weeks during the long winter season.

Once large herds of reindeer are established in Alaska a plentiful supply of the best food will become everywhere available. The danger to miners and other settlers who run the risk of running short of provisions in case of mishaps to their annual stores would be removed, as well as the danger to those natives who have been deprived of their food by the destruction of the walrus and whale. There is no reason why a large population of hardy people should not live and find profitable industries in Alaska. The one food supply that amounts to anything is the long, white fibrous moss (*Cladonia rangifera*) which exists in such abundance that 10,000,000 of reindeer can subsist upon it within the territory of Alaska, judging by the experience of those countries like Lapland and Finland, where similar conditions exist.

The main argument used by the commissioner of education for this appropriation on the part of Congress is not chiefly the one based on the Christian sentiment of the people, an appeal to prevent starvation, although all missionaries and other authorities report numerous cases of death by starvation. The object of the introduction of reindeer is not to afford a temporary relief by furnishing food to the natives, but rather the transformation of a people from the savage employments of hunting and fishing into a higher grade of civilization—that of herdsmen and teamsters. In that condition these people would at once come into profitable business relations with the rest of the world, furnish deerskins and meat for commerce, and furnish the rapid transportation needed to make safe and prosperous the settlements in that territory.

*Journal
Boston Mass
Feb 19, 1896.*

REINDEER FOR ALASKA.

It is not easy to understand why the Bureau of Education is conducting the movement which aims at stocking Alaska with reindeer. The point seems to be well taken that when Commissioner Harris asked Congress in his last annual report for an appropriation for this purpose he was acting outside his rights in an office created "to promote the cause of education throughout the United States." Yet the object is one of unquestioned value to the people of our Northwestern Territory.

If the experience of Lapland and Finland is of a similar nature, Alaska, with its immense fields of moss, could support millions of deer. The natives, instead of running the risk of starving, could then have a permanent food supply, as could the voyagers, the miners and other immigrants. Transportation would be much more trustworthy than by dogs. For five years small experiments have been made in the introduc-

tion of reindeer, and there are now about a thousand, a small number in an area of 530,000 square miles. During the last year nearly 1,000,000 of gold was mined in this region, and the people who worked the mines were in constant need of proper food.

Commissioner Harris, whose interest in this matter may be officially wrong, but is nevertheless personally commendable, argues wisely when he asks if it is economy on the part of the United States to spend \$20,000 a year for the support of the native inhabitants in danger of starvation as at the islands of St. Paul and St. George, when \$45,000 spent at once will secure sufficient reindeer to stock all the islands and the great herding stations of the mainland. The deer can be domesticated, and it seems a good chance for Uncle Sam to spend a very little money in doing a great deal of good toward raising the native Alaskans from the position of hunters to that of herders, a marked step in advance.

Terre Haute Gazette.

WM. C. BALL, SPENCER F. BALL,
WM. C. BALL & COMPANY.

Entered at the postoffice at Terre Haute, Ind.
as second class mail matter. *Feb 19, 1896*

REINDEER IN ALASKA.

The Secretary of the Interior has approved and forwarded to Congress the recommendation of the Commissioner of Education that the sum of twenty-five thousand dollars should be appropriated the present year for the purchase of reindeer, the same to be furnished by the lowest bidder and delivered at suitable points on the Alaskan coast. Fifteen hundred to two thousand reindeer would, it is thought, be secured by this sum. Added to the nine hundred or more reindeer already in the herd kept at Port Clarence, near Bering Strait, there will be a stock of twenty-five hundred or more. The natural increase of a herd of reindeer, judging from the experience of the last four years in Alaska, amounts to upwards of fifty per cent. increase of the entire herd. With three thousand reindeer the annual increase would be at least fifteen hundred, and the Bureau of Education could distribute in the first year a sufficient number to each Missionary station and white settlement to provide herds from one to two hundred each. These under the special care of Lapland herdsmen and with additions from the central herd on following years would soon grow to be large herds. Through the efforts of the Missionary schools and the Government schools the natives would learn to breed and train the reindeer and the native population would thus be raised from the savage state of mere hunters and fishermen to the higher condition of nomads or herdsmen. Whereas now intercommunication between the villages in Alaska is very precarious in the winter time due to the fact that the dogs that draw the sledges have to creep along from village to village in order to procure their necessary food, on the other hand the reindeer can procure his food immediately from the moss under the snow at any point where he is turned loose. The dogs travel at the rate of thirty-five miles a day while the reindeer travels ninety miles a day. It would be possible to have communication with all of the settlements scattered through Alaska, once in two weeks during the long winter season. Once large herds of reindeer are established in Alaska a plentiful supply of the best food will become everywhere available. The

danger to miners and other settlers who run the risk of coming short of provisions in case of mishaps to their annual stores would be removed as well as the danger to those natives who have been deprived of their food by the destruction of the walrus and the whale. There is no reason why a large population of hardy people should not live and find profitable industries in Alaska. The one food supply that amounts to anything is the long, white fibrous moss (*Cladonia Rangifera*) which exists in such abundance that ten million of reindeer can subsist upon it within the Territory of Alaska, judging by the experience of those countries like Lapland and Finland, where similar conditions exist.

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MORE REINDEER FOR ALASKA.

Springfield Republican
A NOVEL CIVILIZING AGENCY
1896 Feb. Mass
Proposed by the National Bureau of Education—The Advantages Claimed.

The secretary of the interior has approved and forwarded to Congress the recommendation of the commissioner of education that the sum of \$45,000 should be appropriated the present year for the purchase of reindeer, the same to be furnished by the lowest bidder, and delivered at suitable points on the Alaskan coast. Fifteen hundred to 2000 reindeer would, it is thought, be secured by this sum. Added to the 900 or more deer already in the herd kept at Port Clarence, near Behring strait, there will be a stock of 2500 or more. The natural increase of a herd of reindeer, judging from the experience of the last four years in Alaska, amounts to upwards of 50 per cent increase of the entire herd. With 3000 reindeer the annual increase would be at least 1500, and the bureau of education could distribute in the first year a sufficient number to each missionary station and white settlement to provide herds of from 100 to 200 each. These, under the care of Lapland herdsmen and with additions from the central herd on following years, would soon grow to be large herds. Through the efforts of the missionary schools and the government schools the natives would learn to breed and train the reindeer, and the native population would thus be raised from the savage state of mere hunters and fishermen to the higher condition of nomads or herdsmen.

Whereas now intercommunication between the villages in Alaska is very precarious in the winter-time, due to the fact that the dogs that drew the sledges have to creep along from village to village in order to procure their necessary food, on the other hand the reindeer can procure his food immediately from the moss under the snow at any point where he is turned loose. The dogs travel at the rate of 35 miles a day, while the reindeer travels 90 miles a day. It would be possible to have communication with all of the settlements scattered through Alaska once in two weeks during the long winter season. Once large herds of reindeer are established in Alaska a plentiful supply of the best food will become everywhere available. The danger to miners and other settlers who run the

of mishaps to their annual stores, would be removed, as well as the danger to those natives who have been deprived of their food by the destruction of the walrus and whale. There is no reason why a large population of hardy people should not live and find profitable industries in Alaska. The one food supply that amounts to anything is the long white fibrous moss (Cladonia Rangifera) which exists in such abundance that 10,000,000 of reindeer can subsist upon it within the territory of Alaska, judging by the experience of those countries like Lapland and Finland, where similar conditions exist.

The main argument used by the commissioner of education for this appropriation on the part of Congress is not chiefly the one based on the Christian sentiment of the people, an appeal to prevent starvation, although all missionaries and other authorities report numerous cases of death by starvation. The object of the introduction of reindeer is not to afford a temporary relief by furnishing food to the natives, but rather the transformation of a people from the savage employments of hunting and fishing into a higher grade of civilization, that of herdsmen and teamsters. In the condition of herdsmen and teamsters these people at once come into profitable business relations with the rest of the world. They furnish deer skins and meat for commerce and they furnish the rapid transportation needed to make safe and prosperous the settlements in that territory.

JOURNAL, FEBRUARY

ARCTIC TRANSPORTATION.

Providence R.I.
Sunday Journal
Important Problem Solved by the

Introduction of Reindeer in Alaska.
Feb 23, 1896

A GREAT FIELD FOR EDUCATIONAL WORK.

C. E. Waters

Extension of Civilization.—Recommendation of the Commissioner of Education That \$45,000 be Appropriated to Purchase Reindeer.

THE Secretary of the Interior has approved and forwarded to Congress the recommendation of the Commissioner of Education that the sum of \$45,000 should be appropriated the present year for the purchase of reindeer, the same to be furnished by the lowest bidder and delivered at suitable points on the Alaskan coast. Fifteen hundred to two thousand reindeer would, it is thought, be secured by this sum. Added to the nine hundred or more deer already in the herd kept at Port Clarence, near Behring Strait, there will be a stock of twenty-five hundred or more. The natu-

lowing years would soon grow to be large herds. Through the efforts of the missionary schools and the Government schools the natives would learn to breed and train the reindeer and the native population would thus be raised from the savage state of mere hunters and fishermen to the higher conditions of nomads or herdsmen. Whereas, now, inter-communication between the villages in Alaska is very precarious in the winter time, due to the fact that the dogs that draw the sledges have to creep along from village to village in order to procure their necessary food, on the other hand, the reindeer can procure his food immediately from the moss under the snow at any point where he is turned loose. The dogs travel at the rate of thirty-five miles a day, while the reindeer travels ninety miles a day. It would be possible to have communication with all of the settlements scattered through Alaska once in two weeks during the long winter season. Once large herds of reindeer are established in Alaska a plentiful supply of the best food will become everywhere available. The danger to miners and other settlers, who run the risk of coming short of provisions in case of misadventure, as well as the danger to those natives who have been deprived of their food by the destruction of the walrus and whale. There is no reason why a large population of hardy people should not live and find profitable industries in Alaska. The one food supply that amounts to anything is the long, white fibrous moss (Cladonia Rangifera), which exists in such abundance that ten million of reindeer can subsist upon it within the Territory of Alaska, judging by the experience of those countries, like Lapland and Finland, where similar conditions exist.

The main argument used by the Commissioner of Education for this appropriation on the part of Congress is not chiefly the one based on the Christian sentiment of the people, an appeal to prevent starvation, although all missionaries and other authorities report numerous cases of death by starvation. The object of the introduction of reindeer is not to afford a temporary relief by furnishing food to the natives, but rather the transformation of a people from the savage employments of hunting and fishing into a higher grade of civilization, that of herdsmen and teamsters. In the condition of herdsmen and teamsters these people at once come into profitable business relations with the rest of the world. They furnish deer skins and meat for commerce, and they furnish the rapid transportation needed to make safe and prosperous the settlements in that Territory.

In this connection it is interesting to note some features of the latest published report on "Education in Alaska" by Sheldon Jackson, D. D., General Agent. It must be remembered, of course, that reports from this region are not up to date, as travel is slow, but the work accomplished is none the less of interest. Schools for the Arctic Eskimo were established in the summer of 1890 at Cape Prince of Wales, Point Hope and Point Barrow. During the same trip Mr. Jackson visited the coast of Siberia and distributed presents to the Karaks around Cape Navarin in return for shelter and food furnished shipwrecked American whalers. He also went commissioned to take a census of the native population along the Arctic coast of Alaska, and the islands of Behring Sea. The trip to Siberia involved a cruise of 700 miles along a coast little known to the world. Mr. Jackson says that he found "a hardy, active and well-fed people, owning tens of thousands of head of domestic reindeer." He adds further: "The taking of the census of Arctic Alaska

ough canvass of the native population for enumeration, necessitating a landing whenever one or two tents were pitched on the beach, furnished unusual opportunities for observing the educational needs of that people, and learning the great difficulties under which schools will have to be carried on."

In attempting to purchase reindeer in Siberia for food, it was discovered that the wild deer-men of Siberia are a very superstitious people, and need to be approached with great wisdom and tact. When a reindeer is to be killed a family circle is formed, with each member seated on the ground, and certain superstitious rites are observed. Then a man goes out and lassoes the selected animal, which is held by the horns while another man goes to the eastward and stands with his back to the sun and engages in prayer. When

the latter turns around and faces the deer, a third man with a butcher knife stabs the animal to the heart. When the deer was dead the man who prayed approached and, taking a handful of hair and blood from the wound, impressively threw it to the eastward. This was repeated a second time. Upon the killing of the second animal the wife of the owner cast the hair and blood to the eastward. In Siberia the purchase of deer takes time and patience. It is a new thing to the people of that region. Upon the anchoring of the ship in the vicinity of a settlement the natives flock aboard, bringing skins and furs to exchange for flour, cotton cloths, powder and lead. Once aboard they have to be fed. Small presents are judiciously given to the wife or child of a leading man, and when every one is in good humor a few of the leaders are taken into the pilot house and the main subject is broached. As a rule the men with the largest herds, who can best afford to sell, are inland and difficult to reach. To show that the project was feasible, 16 reindeer were purchased, kept on shipboard three weeks, and finally landed in good condition at Amaknak Island, in the harbor of Unalaska, having experienced a sea voyage of 1000 miles.

Mr. Jackson made another trip to Alaska in 1892, and found that the 16 reindeer has wintered successfully and there was an increase of two. During this season 175 reindeer were purchased in Siberia and landed in Alaska.

The plan of the Government is now to instruct Alaskan youths at the reindeer station how to care for the herds. They are taken as apprentices, and when they have learned the business, a small herd is given each as a start in life. From year to year, more and more of the natives will become herdsmen, and the whole northern region will be covered with herds as is now the case in

Siberia and Lapland. With the accomplishment of this result several important objects will be attained. In the first place the population will have a permanent regular and abundant food supply. Then there will naturally be an increase in numbers, so that the region will be saved from becoming a howling wilderness. Again, the introduction of reindeer is the beginning of the elevation of the Esquimos from barbarism to civilization, and solves the question of Arctic transportation.

The introduction of domesticated reindeer will add a new industry to the country which will go to swell the aggregate of national wealth. Lapland sends to market about 22,000 reindeer annually, the surplus of her herds. Through Norway and Sweden smoked reindeer meat and smoked reindeer tongues are everywhere found for sale in their markets, the hams being worth 10 cents a pound and the tongues 10 cents apiece. There are wealthy merchants in Stockholm whose entire trade is in these Lapland products. Reindeer skins are marketed all over Europe, being worth in their raw condition from \$1.50 to \$1.75 apiece. The tanned skins find a ready sale in Sweden at from \$2 to \$2.75 each. Reindeer skins are used for gloves, military riding trousers and the binding of books. Reindeer hair is in great demand for the filling of life-saving apparatus, buoys, etc. From reindeer horns is made the best existing glue. In Lapland there are about 400,000 head of reindeer, sustaining in comfort some 25,000 people. "There is no reason," says Mr. Jackson, "considering the great area of the country and the abundance of reindeer moss, why Arctic and sub-Arctic Alaska should not sustain a population of 100,000 people with 2,000,000 head of reindeer. In Lapland the reindeer returns a tax of \$1 a head to the Government, so that they yield an annual revenue of \$400,000."

In addition to the abundant data which Mr. Jackson has introduced in his report in relation to reindeer in Alaska, he has made a summary of the "Tribes, Missions and Schools of Alaska." One of the mission buildings is here represented. He says: "Scattered over this vast North land, in clusters of small settlements, is a population composed approximately of 15,000 Innuit or Eskimo, 2145 Aleuts, 1756 Creoles, 5100 Tinnian, 3000 Thlingets, 788 Hydah and 200 whites, making a total of 22,000. The Innuit occupy the entire coast line of Alaska with the outlying islands along the Arctic coast to Behring Strait, thence south-



ENGLISH MISSION, FORT SELKIRK, YUKON RIVER.

ral increase of a herd of reindeer, judging from the experience of the last four years in Alaska, amounts to upwards of fifty per cent. increase of the entire herd. With three thousand reindeer the annual increase would be at least fifteen hundred, and the Bureau of Education could distribute in the first year a sufficient number to each missionary station and white settlement to provide herds of from one to two hundred each. These under the care of Lapland herdsmen and with additions from the central herd on fol-

furnished me even more extensive facilities for studying the condition of the Eskimo of Alaska. I found them like their neighbors on the Siberian side, to be a hardy and active people, but because they had never been instructed to depend upon the raising of reindeer as a support, unlike the Siberians, they were on the verge of starvation. The whale and the walrus that formerly had constituted the principal portion of their food have been destroyed or driven off by whalers, and the wild reindeer that once abounded in their country have been killed off by the introduction of breech-loading firearms. The ther-



SIBERIAN HERDERS.

ward to the Alaska Peninsula, over the peninsula and eastward and northward along the Pacific coast to Mount St. Elias, with the exception of a small territory on Cook's inlet. They are bold navigators and skilled fishermen and sea hunters. The term "Innuits" is the native for "people," and is the name used by themselves. The term "Eskimo" is one of reproach, given them by their neighbors, meaning "raw fish eaters." At Point Barrow, the most northern portion of land on the continent, there is a village of 31 families and 150 people. They inhabit houses built partly underground for warmth. The upper portion is roofed over with dirt, supported by rafters of whale jaws and ribs.

It is unnecessary to mention all the important villages where missions and schools have been established. A reference, however, should be made to the great Yukon Valley. St. Michael is a trading post originally founded by the Russians in 1835. The place consists of a few log houses, inclosed by a stockade, the property of the Alaska Commercial Company and a chapel of the Russian Greek Church. This is the point where the ocean-going steamers transfer freight with the small steamers that ply on the Yukon river. To this point the furs collected at the trading posts of the interior, some of them 2000 miles distant, are brought for reshipment to San Francisco. This is also the dividing line between the Innuits of the Arctic and the Pacific. Half a mile from the trading post is a village of 30 houses and a town hall. A Protestant Episcopal Mission was established in St. Michael in 1836, by an agreement with the United States Commissioner of Education. In 1837 this station was removed inland to Anvik. Around the headwaters of the Yukon river the church Missionary Society of London has established three missions on the borders of Alaska. One of these is at Harper's Trading Station. Here are located Rev. and Mrs. T. H. Canham. Mrs. Canham has the distinction of being the first white woman to cross the Rocky Mountains on snow shoes north of the Arctic Circle in midwinter.

The Tinnah of Alaska are tall, well formed, strong, courageous and with great powers of endurance. On the lower course of the Yukon and Kuskokwim rivers, and in the great range of country north and south bordering on the Innuits of the coast, are the western Tinnah, the Ingalk of the Russians, numbering in three bands about 1800. The Thlinget, composed of 10 clans, occupy the islands of the Alexander Archipelago, and coasts adjacent. They number 5334. They are self-reliant and industrious.

In 1892-93 there were 15 teachers employed in public schools in Alaska, and there were 15 contract schools aided by the Government and churches. The salaries of the public school teachers range from \$540 to \$1200. A great field for missionary and educational work and the extension of civilization is presented in Alaska.

generally figured on.

The Cultivator Feb 29 1896

Reindeer in Alaska

The Secretary of the Interior has approved and forwarded to Congress

the recommendation of the Commissioner of Education that the sum of forty-five thousand dollars should be appropriated the present year for the purchase of reindeer, the same to be furnished by the lowest bidder, and delivered at suitable points on the Alaskan coast. Fifteen hundred to two thousand reindeer would, it is thought, be secured by this sum. Added to the nine hundred or more deer already in the herd kept at Port Clarence, near Behring

Strait, there will be a stock of twenty-five hundred or more. The natural increase of a herd of reindeer, judging from the experience of the last four years in Alaska, amounts to upwards of fifty per cent. increase of the entire herd. With three thousand reindeer the annual increase would be at least fifteen hundred, and the Bureau of Education could distribute in the first year a sufficient number to each missionary station and white settlement to provide herds of from one to two hundred each. These, under the care of Lapland herds-men, and with additions from the central herd on following years, would, it is said, soon grow to be large herds. Through the efforts of the missionary schools and the Government schools the natives would learn to breed and train the reindeer, and the native population would thus be raised from the savage state of mere hunters and fishermen to the higher condition of nomads or herdsmen. Whereas now intercommunication between the villages in Alaska is very precarious in the winter-time, owing to the fact that the dogs that draw the sledges have to creep along from village to village in order to procure their necessary food, on the other hand the reindeer can procure his food immediately from the moss under the snow at any point where he is turned loose. The dogs travel at the rate of thirty-five miles a day while the reindeer travels ninety miles a day.

The Morning Call.

ELLIS L. MUMMA, Publisher.

EVERY DAY EXCEPT SUNDAY.

Entered at the Postoffice at Harrisburg as Second Class Matter.

FRIDAY, FEBRUARY, 28, 1896.

WASHINGTON, Feb. 27.—At the opening of the senate today something of a breeze was caused by the introduction of a resolution authorizing the committee on coast defenses to visit places requiring coast defenses, send for persons and papers, etc. Mr. Cockrell (Dem., Mo.) thought the resolution was very broad, allowing the committee to take a tour around the country. Mr. Squire, chairman of the committee, said that the only visit contemplated was to Sandy Hook. He consented to a modification of the resolution that the committee trip be limited to the defense of New York city, and it was adopted in this form.

There was another minor stir over printing 35,000 reports by Rev. Sheldon Jackson relative to introducing reindeer in Alaska. Mr. Vest remonstrated against this "senseless fad." He had been to Alaska and knew there was no practical good in the fad. Mr. Hale, who introduced the resolution, admitted that there was no considerable force in the plan. Its projector seemed to think it was of more importance than tariff, finance and war. The resolution was finally adopted after the number was materially reduced.

Mail and Express
New York City
Feb 23. 1896

Senator Vest, of Missouri, refers to Dr. Sheldon Jackson as a man who went to Alaska as a missionary and had taken to reindeer culture as a fad. Dr. Jackson is the general agent of education in Alaska for the United States. Years of conscientious study and hard experience, involving no small measure of personal sacrifice and danger, have taught him that book learning must be supplemented by some education in the vocations of civilized communities, if the natives of Alaska are to be raised above the savage state in which the government found them. It has been proved conclusively that the general introduction and domestication of the Siberian reindeer furnishes the key to this situa-

tion, and Dr. Jackson is seeking, with all the enthusiasm that is in him, to do that which he was sent to do. Incidentally, he asks Congress to aid him by increasing the appropriation for the purchase of reindeer. If Senator Vest was as true to his duties as a public official as is Dr. Sheldon Jackson, the gentleman from Missouri would have less cause to complain of the attitude of the public press toward himself.

Illustrated American
New York City. Mar 14. 96

PERIODICALLY the question arises what to do with Alaska. One of the latest answers is the advice to stock it with reindeer, which can live on the moss-lichens which will serve as a means of transportation to and from the mines, and which can also be utilized for food. Reindeer steak is doubtless rather tough, but then so is the majority of steak in New York, Chicago, London and other beef centers, except in the best hotels and in scientific boarding-houses.

But another industry for Alaska happily suggests itself. The scarcity now reigning in the fur market, and the high value attached to a silver-fox skin—namely, \$850—points to the conclusion that a few silver-fox farms in Alaska might prove as valuable as the gold mines of that Territory. This is no veiled plot of the Western senatorial mind against the continuance of Wall Street in politics, but a serious, valid suggestion.

Presbyterian Journal
Philadelphia Pa
March 5, 1896

The introduction of reindeer into Alaska, in which Dr. Sheldon Jackson was so much interested and to the furtherance of the scheme devoted so much energy, is still being pushed with vigor. Already 900 are possessed and the Secretary of the Interior has approved and forwarded to Congress the recommendation of the Commissioner of Education that the sum of \$45,000 be appropriated for further purchases. As these are distributed to missionary and government schools, the natives, it is thought, will learn to breed and train the reindeer, and the native population will thus be raised from the savage state of mere hunters and fishermen to the higher condition of nomads or herdsmen. Intercommunication between portions of the country will be encouraged and aided by means of them.

* *

Boston Herald
Boston Mass
Feb 26, 1896

More Reindeer for Alaska.

Their value has been abundantly demonstrated. They are swifter than dogs, traveling ninety miles a day, whereas the former can average but thirty-five, thus making swift communication between the scattered settlements feasible. Their natural increase is rapid — estimated at 50 per cent. — so that in a brief time large herds may be expected, which, being distributed among the missionary and Government school-stations, would afford a new and higher employment for the contiguous native populations, transforming them by degrees from the precarious pursuits of hunting and fishing to the more profitable and steady condition of herdsmen. Both the skins and the meat of the reindeer are valuable for clothing, and home consumption or trade. Feed for them is abundant, their sole food supply being a long white moss which can be found anywhere beneath the snow. Already there are nine hundred or more deer in the herd at Port Clarence, near Bering Strait; the Commissioner of Education recommends this year an appropriation of \$45,000, which would swell the number to 2,500 and ensure the good results expected. It ought to be promptly granted.

Standard. Chicago Ill
Feb 29, 1896.

Many possible benefits are to be discovered in the plan for herding reindeer in Alaska. The Secretary of the Interior has approved a recommendation for the appropriation of \$45,000 to purchase a large number of the animals. The Alaskans will then be taught how to care for the reindeer, and in a few years the herds will assume large proportions. By the adoption of such a plan a knotty problem will be solved as to the provision of food for settlers in times of privation. Intercommunication between the Alaskan villages will be much easier where reindeer are used, than now when dogs draw the sleighs. But even more important than this is the effect the plan will have upon the half-savage inhabitants of Alaska. They will be at once placed on a higher level of civilization. Whereas now they are mere hunters and fishermen, they may become herdsmen and teamsters. They will be brought into contact with the educative influences of the outside world, and may attain to a state many degrees removed from their present one. The plan if adopted is destined to produce good results both for Alaska and the nation which governs it as a territory.

Express
Buffalo. N.Y.
March 3, 1896

REINDEER FOR ALASKA.

Congress will be asked by the Commissioner of Education to appropriate \$45,000 this year for the purchase of reindeer to be distributed among the natives of Alaska. Experiments in this direction already have been tried and the success would seem to justify further efforts. There is now a herd of 900 imported reindeer in Alaska. The proposed appropriation would buy 1,500 to 2,000 more. The natural increase from

these would, it is claimed, be fully 1,500 a year. The expected results of the introduction of reindeer in this Northern territory are thus described:

Through the efforts of the missionary schools and the Government schools the natives would learn to breed and train the reindeer and the native population would thus be raised from the savage state of mere hunters and fishermen to the higher condition of nomads or herdsmen. Once large herds of reindeer are established in Alaska, a plentiful supply of the best food will become everywhere available. The danger to miners and other settlers who run the risk of coming short of provisions in case of mishaps to their annual stores would be removed, as well as the danger to those natives who have been deprived of their food by the destruction of the walrus and whale. There is no reason why a large population of hardy people should not live and find profitable industries in Alaska. The one food supply that amounts to anything is the long, white fibrous moss, which exists in such abundance that 10,000,000 reindeer could subsist upon it within the Territory.

The object of the introduction of reindeer is not to afford a temporary relief by furnishing food to the natives, but, rather the transformation of a people from the savage employments of hunting and fishing into a higher grade of civilization. In the condition of herdsmen and teamsters these people at once come into profitable business relations with the rest of the world. They furnish deerskins and meat for commerce and they furnish the rapid transportation needed to make safe and prosperous the settlements in that Territory.

In general it may be said that no effort on behalf of American Indians ever was based on more scientific principles than this. The natural development of savages is from hunters to herdsmen, then to agriculturists and so on. If similar methods had been adopted with the Western Indians, they would not have constituted the reproach to the Government they now are. If any money is to be spent on the Alaska Indians, there is probably no better way to spend it than this. It might be questioned, however, whether the present herd of reindeer in Alaska is not large enough to start with. If the natural increase is so rapid as is stated, one would suppose that the existing herd of 900 would supply the Indians as rapidly as they can be taught to use and care for them, without importing any more.

Republican
Scranton Pa
March 6, 1896

Reindeer for Alaska

The request that the commissioner of education will make to congress for an appropriation of forty-five thousand dollars to purchase reindeer for distribution among the natives of Alaska, is based upon a philanthropic motive. Small experiments have already been made in this direction with apparently good results, and those who advocate the enlarged introduction of the reindeer into this territory of ice and snow predict the following excellent results:

Through the efforts of the missionary schools and the government school the natives would learn to breed and train the reindeer and the native population would thus be raised from the savage state of mere hunters and fishermen to the higher condition of nomads or herdsmen. Once large herds of reindeer are established in Alaska, a plentiful supply of the best food will become everywhere available. The danger to miners and other settlers who run the risk of coming short of provisions in case of mishaps to their annual stores would be removed, as well as the danger to those natives who have been deprived of their food by the destruction of the walrus and whale. There is no reason why a large population of hardy people should not live and find profitable industries in Alaska. The one food supply that amounts to anything is the long, white fibrous moss, which exists in such abundance that 10,000,000 reindeer could subsist upon

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of herdsmen and teamsters these people at once come into profitable business relations with the rest of the world. They furnish deerskins and meat for commerce and they furnish the rapid transportation needed to make safe and prosperous the settlements in the territory.

Certain journals have already announced their opposition to the proposed scheme on the ground that it would be a useless expenditure. Plenty of reindeer, they say, would furnish amusement for the civilized sportsmen for a time, but in the end the animals would share the fate of the American buffalo. But the Buffalo Express is of a different opinion. It says that "no effort in behalf of American Indians was ever based on more scientific principles than this. The natural development of savages," it adds "is from hunters and herdsmen, then to agriculturists and so on. If similar methods had been adopted with the Western Indians, they would not have constituted the reproach to the government they now are. If any money is to be spent on the Alaska Indians, there is probably no better way to spend it than this."

WEEKLY
The News.

FALL RIVER, MASS.

WEDNESDAY, MARCH 18, 1896.

REINDEER FOR ALASKA

There seems to be some danger of the failure of the appropriation of \$30,000 asked for by Dr. Sheldon Jackson and recommended by Dr. W. T. Harris, United States commissioner of education, for increasing the stock of Siberian reindeer in Alaska. Hostile influences recently secured the publication of a dispatch from Washington containing a vicious and groundless attack on Dr. Jackson, the distinguished missionary and educator, who has done so much to promote Alaskan welfare and, who believes that the introduction of reindeer will be the source of incalculable good to the inhabitants of that inhospitable country.

No one can have heard the lectures or read the published writings of Dr. Jackson without being led to give the scheme his enthusiastic support. The recent annual statement of the commissioner of education contained a comprehensive review of the remarkable success of the reindeer movement up to date, and of the necessity for increased facilities in order to its adequate development. The statement set forth the extreme importance of reindeer culture as a means of furnishing a greatly needed food supply and of establishing the best practicable method of overland transportation and communication between the mining camps and missionary stations of this Arctic region. It also bore witness to the growing recognition by the Esquimaux of the value of the efforts put forth in their behalf by the self-sacrificing men and women who are trying to teach them as much as possible of a Christian civilization.

There are millions of acres of moss herbage in Alaska on which reindeer can subsist, which now support no valuable animal life. It is manifest that the early and large increase of the herds of this valuable food and draft animal is in the interest of the development of the native Alaskan people and of the mineral and other resources of the region.

The ultimate plans of Dr. Jackson contemplate the establishment of a regular line of communication from the northernmost part of the territory through the Yukon region down to Unalaska, where communication can be had with San Francisco by steamer. To accomplish this result reindeer are a necessity. It is desired to establish a permanent purchasing post in Siberia with the means of purchase. The sum of \$20,000 is recommended for this purpose, and in view of its most important bearing on the future of a race and region for which we are responsible, it is a small sum over which to make any fight even in a year when careful economy is needed. Some projects can wait. But in the development of this, time is an important element. Hence there should be no delay.

Citizen. Jacksonville

Citizen. Jacksonville Fla
March 23. 1896

Reindeer for Alaska.

The plan of introducing reindeer in large numbers into Alaska has much to be said in its favor. Reindeer can live the year around on the moss which grows so abundantly in Alaska in the desolate cold regions where nothing else will germinate. The reindeer will furnish both food and clothing to the natives of Alaska and to the miners who continue to flock there in great numbers. Commissioner of Education Harris points out in the New York Sun that the destruction of the seal herds will take away the chief part of the revenue we derive from Alaska, and throw the territory a dead expense on our hands. Prof. Harris would have Congress make an appropriation large enough to bring from Lapland at one time a herd of 5,000 of the arctic deer, bringing along Laplanders enough to teach the missionaries how to care for them. A herd of reindeer increases 50 per cent a year. As a source of profit Prof. Harris thinks the reindeer might in time take the place of the seals. They not only give food and clothing, but also a safe and comparatively rapid means of traveling over the country.

Chicago Tribune
March 29. 1896.

REINDEER IN ALASKA.

Alaska has asked little and received less from the government as yet—save in the costly item of protecting the sealing grounds after the seals had been largely destroyed. Now, through its Commissioner of Education, the Rev. Dr. Sheldon Jackson, it asks a boon of Congress—the appropriation of \$45,000 for the purchase of more domestic reindeer, the same to be furnished by the lowest bidder and delivered at suitable points on the Alaskan coast.

If Alaska is ever to amount to anything as a territorial possession, Congress should make this appropriation. In that direction lies the one hope of usefulness for this frigid and neglected corner of Uncle Sam's domain. To stock Alaska with reindeer is to make it habitable for civilized people and to save the remnants of the natives from starvation, now that the seal and whale and walrus are on the verge of extinction. The introduction of reindeer herds is far more important, from the financial as well as from the humane standpoint, than the conservation of the paltry remnants of the seal herds that once paid into the National Treasury more hard cash than the whole Alaskan Territory had cost.

It would be a good investment to reduce the present costly and useless ocean patrol, and to devote the money thus saved to the purchase of reindeer. The two vital needs

of Alaska are food and rapid transit, and the Lapland reindeer is both these together, and more besides. It is the only domesticated animal in existence that can drag a sledge ninety miles a day and at the same time find sustenance in the moss beneath the snow wherever it may be turned loose to forage.

With plenty of these animals at hand the problem of human existence in Alaska is solved, for the climate is not nearly so formidable as is generally supposed. When Sheldon Jackson four years ago introduced the first reindeer into Alaska he practically added a new territory to our habitable domain. The 900 or more of these animals now at Port Clarence have proved their ability not only to live and thrive in Alaska, but to increase at the rate of nearly 50 per cent annually. The appropriation now asked for would add 1,500 to 2,000 to the present stock, and it would be but a year or two before every mission station in Alaska could have a small herd of its own. The terrible loneliness of those stations would be at an end, with this means of quick communication available, even in the dead of an arctic winter.

It is also urged that the natives would be raised from the savage state of hunters and fishermen to that of nomad herdsmen. Whether the demoralized Aleut and Thlin-ket have enough vitality left in them to escape extinction by this means is not so certain. But they would certainly have a fair chance under Dr. Jackson's plan, and that is something they have never had since the Alaska Commercial company has held the whole territory in its extortionate grasp.

If Congress will cease weeping tears and cash over the pelagic grave of the seal, and will devote the same care to fostering reindeer herds on land, it may in a decade have new resources in the shape of Norwegian colonies, with rich fisheries and mines that will eclipse the seal rookeries in their most vociferous days.

Pioneer Press
St Paul. Minn
March 31. 1896

REINDEER FOR ALASKA.

Rev. Sheldon Jackson, commissioner of education for Alaska, has asked of congress an appropriation of \$45,000 for the purchase of domestic reindeer for use within the territory. The appropriation asked is a modest one, and, so far as we can learn, is for a thoroughly practical purpose. Dr. Jackson was the prime mover in the introduction of reindeer into Alaska, and the original purchase of these

useful animals four years ago has amply justified itself. The reindeer seems to be the prime need of the territory, which can only be made habitable for civilized people by the introduction of some form of rapid transit. An animal that can draw a sledge ninety miles a day and live on the moss that grows under the snow is obviously the solution of the transit problem for a country like Alaska, at least for many years to come. When we add that the deer increase at the rate of 50 per cent a year, it is clear that the investment is a profitable one. For the amount asked of the present congress, about 2,000 could be purchased, and as they would increase in number they would be scattered through the territory until each little station had its own herd. The natives, thus provided with the means of travel, would cease to live in their present terrible isolation would become a more social people and so more civilized. Considering the undeveloped resources of Alaska it could hardly be considered rash or extravagant to make this simple concession to

its immediate needs. Those terms might be applied to the expenditure of large sums for the production of uncertain results, but the reindeer plan has been tested with good success, and its encouragement is the part of economy.

North + West
Minneapolis Minn
April 30 1896

Reindeer in Alaska

The Secretary of the Interior has approved and forwarded to Congress the recommendation of the Commissioner of Education that the sum of forty-five thousand dollars should be appropriated the present year for the purchase of reindeer, the same to be furnished by the lowest bidder and delivered at suitable points on the Alaskan coast. Fifteen hundred to two thousand reindeer would, it is thought, be secured by this sum. Added to the nine hundred or more deer already in the herd kept at Port Clarence, near Bering Strait, there will be a stock of twenty-five hundred or more. The natural increase of a herd of reindeer, judging from the experience of the last four years in Alaska, amounts to upwards of fifty per cent increase of the entire herd. With three thousand reindeer the annual increase would be at least fifteen hundred, and the Bureau of Education could distribute in the first year a sufficient number to each missionary station and white settlement to provide herds of from one to two hundred each. These under the care of Lapland herdsmen and with additions from the central herd on following years would soon grow to be large herds. Through the efforts of the missionary schools and the government schools the natives would learn to breed and train the reindeer and the native population would thus be raised from the savage state of mere hunters and fishermen to the higher condition of nomads or herdsmen. Whereas now intercommunication between the villages in Alaska is very precarious in the winter time due to the fact that the dogs that draw the sledges have to creep along from village to village in order to procure their necessary food, on the other hand the reindeer can procure his food immediately from the moss under the snow at any point where he is turned loose. The dogs travel at the rate of thirty-five miles a day while the reindeer travels ninety miles a day. It would be possible to have communication with all the settlements scattered through Alaska, once in two weeks during the long winter season. Once large herds of reindeer are established in Alaska a plentiful supply of the best food will become everywhere available. The danger to miners and other settlers who run the risk of coming short of provisions in case of mishaps to their annual stores would be removed as well as the danger to those natives who have been deprived of their food by the destruction of the walrus and whale. There is no reason why a large population of hardy people should not live and find profitable industries in Alaska. The one food supply that amounts to anything is the long, white fibrous moss (*Cladonia Pangifera*)

which exists in such abundance that ten million of reindeer can subsist upon it within the territory of Alaska, judging by the experience of those countries like Lapland and Finland where similar conditions exist.

The main argument used by the Commissioner of Education for this appropriation on the part of Congress is not chiefly the one based on the Christian sentiment of the people, an appeal to prevent starvation, although all missionaries and other authorities report numerous cases of death by starvation. The object of the introduction of reindeer is not to afford a temporary relief by furnishing food to the natives, but rather the transformation of a people from the savage employments of hunting and fishing into a higher grade of civilization, that of herdsmen and teamsters. In the condition of herdsmen and teamsters

these people at once come into profitable business relations with the rest of the world. They furnish deer skins and meat for commerce and they furnish the rapid transportation needed to make safe and prosperous the settlements in that Territory.

*Church at Home & Abroad
April 1896
Philadelphia Pa*

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*Herald
Rochester N.Y.
May 2, 1896*

SHORT OF FOOD

Esquimaux Deprived of Support
by Whalers and Sealers.

DANGER OF STARVATION

IMPORTATION OF REINDEER FROM
SIBERIA THE ONLY RELIEF.

CONGRESS ASKED \$12,000

Large Increase in White Population of
Alaska Has Also Increased Demand
for Provisions to Such an Ex-
tent as to Send the Price
of Dogs to \$200 Apiece.

(Special Dispatch to The Herald).

Washington, May 1.—It is seldom that the Esquimaux are interested in legislation in Washington. At present, however, eleven thousand of them are to be greatly affected by the action of the Conference Committee on the Sundry Civil bill, which contains an item very closely allied to their welfare. The item in question is an amendment of the Senate to the bill as it passed the House. The House bill provided for an appropriation of \$5,000 for the maintenance of the reindeer at the Port of St. Clarence, Alaska. An appropriation of \$50,000 had been asked for. It seems the custom was to purchase reindeer at a small price per head in Siberia, bringing them across to Alaska in revenue cutters.

When this became known to the general public, however, some of the officers of the revenue service, and especially of the Navy, thought to have fun with the officers of the revenue cutters used to transport the reindeer, by calling them cable shippers. The latter objected so strongly as to secure enough influence to induce the Secretary of the Treasury to serve notice that the revenue service could not be used further for the transportation of reindeer.

\$12,000 ALLOWED BY THE SENATE.

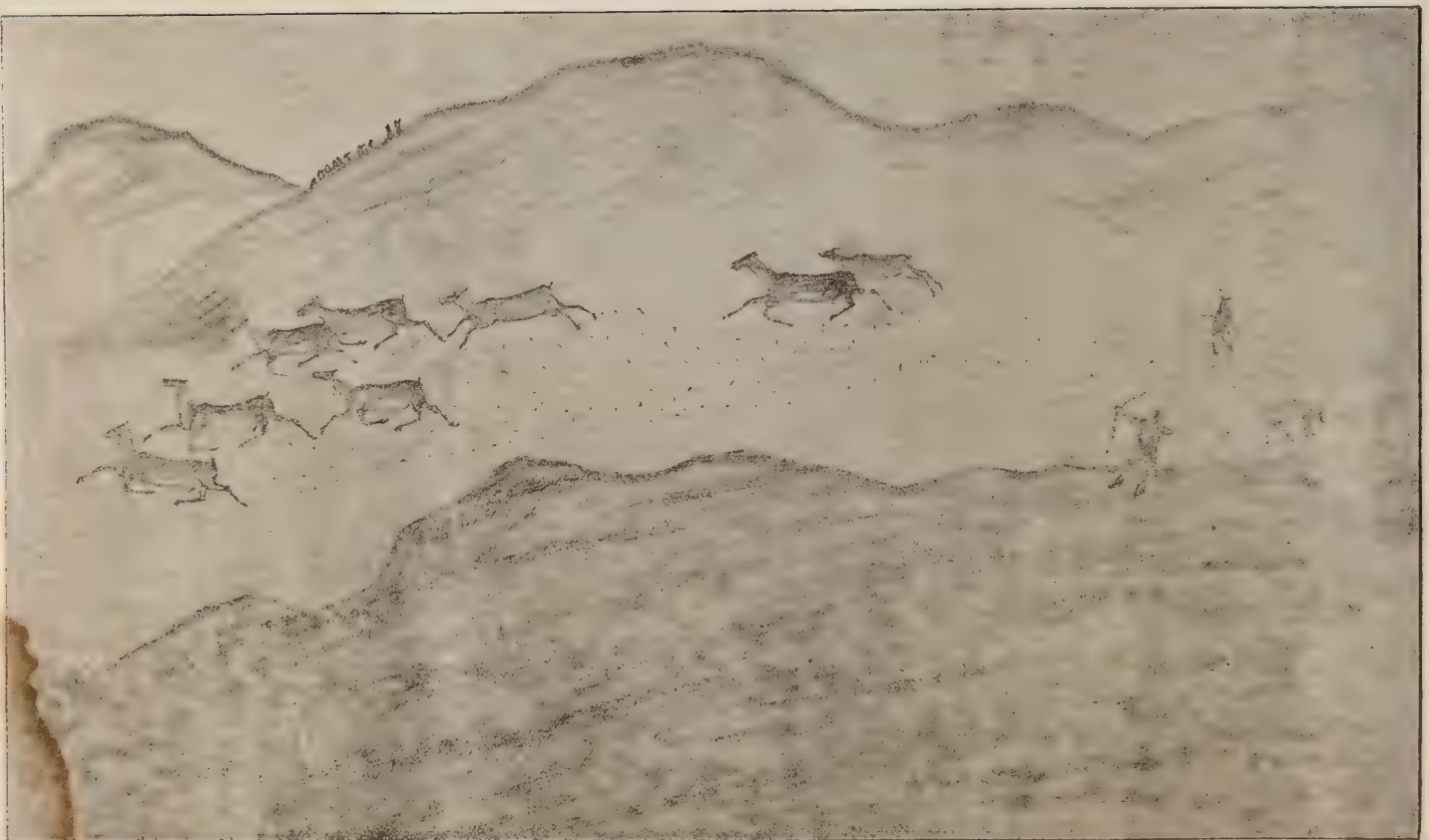
When this information was brought to Dr. Sheldon Jackson, of the Bureau of Education, who had originated the plan for importing reindeer to Alaska for the benefit of these Esquimaux, whose supply of food was cut off by the disappearance of whales and seals, he wrote at once to the reindeer firms on the Pacific Coast, asking them for a price on reindeer landed in Alaska. The lowest price he obtained was from a California firm which agreed to land 1,500 head in Alaska for \$45,000. When Dr. Jackson stated this to the Appropriations Committee of the House, Chairman Cannon announced at once that such an appropriation was not to be thought of, and the committee thereupon decided to appropriate nothing for new reindeer, inasmuch as 1,500 was the lowest number which could be imported at that rate and so appropriated but \$5,000 for the maintenance of the station which now has between eight and nine hundred head. The bill went to the Senate and before that body acted Dr. Jackson received another letter from the California firm stating that the firm would supply reindeer, landed in Alaska, at \$30 per head, without regard to number. The Senate, upon receiving this information, increased the appropriation of the House to \$12,000. Thus if the House should accept the amendment it would allow \$7,000 for the purchase of additional reindeer.

All of the members of the Committee on Conference, to which the bill was referred, which will meet on Monday, are, with the exception of Joe Cannon, of Illinois, in favor of the Senate amendment. Chairman Cannon is understood to be not so much opposed to appropriating money to supply reindeer for the Esquimaux, as he is to increasing the appropriations this year. He is quoted as saying that in the next session of Congress, after the general elections in the fall, he will make up for deficiencies this year by more generous appropriations next. It is extremely desirable that this extra money allowed by the Senate should be agreed to by the House in view of the increasing necessities of the Esquimaux, who belong to the United States.

REINDEERS THE ONLY RELIEF.

Our whalers and sealers have been so numerous as to deprive the natives of their usual means of support, and unless they have reindeer they must starve. The large bulk of Alaska's land is useless for any sort of pasturage or agriculture, save for a certain kind of moss, upon which reindeer feed and grow fat. They propagate at the rate of 60 per cent. and there is pasturage in Alaska for several million head. A little assistance from Congress will be of lasting benefit, not only to the Esquimaux, but to the white people who have been attracted inland by the mines recently discovered there.

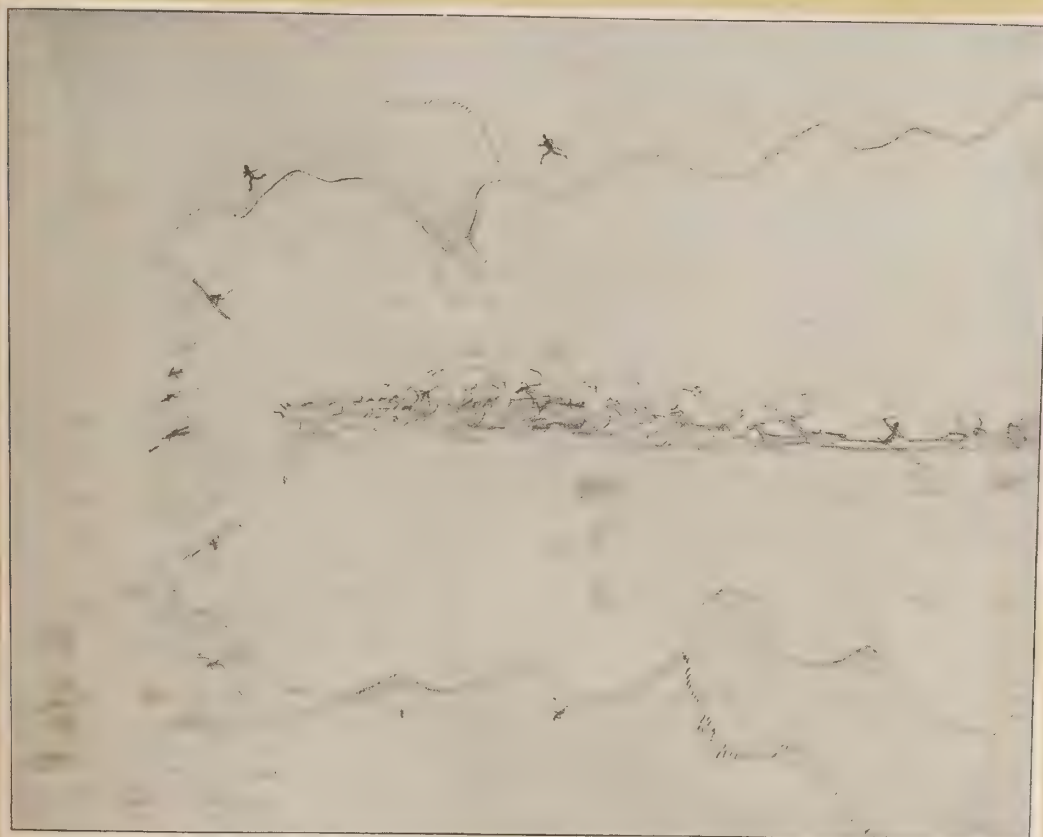
A letter recently received by Dr. Jackson from P. B. Weare & Co., of Chicago, states that their carrier just returned from the mines, thirty miles beyond the navigable part of the Yukon River, informs them that the large increase in population there, due to the new mines, has increased the demand for provisions to such an extent as to send the price of dogs up to \$200 apiece. Dogs are the only means there at present for hauling freight. Dogs can go but 20 miles a day with a sledge attached to them, and an additional team is needed to carry food for the dogs who haul freight.



ESKIMO HUNTING CARIBOU. "REINDEER IN ALASKA."
(From native drawing.)



CARRYING THE CARIBOU HOME.
(Native drawing.)



Reindeer, however, can haul a load 75 miles a day, and their own provisions besides; so that with a plentiful supply of animals the needs of the white population of Alaska would be much more easily met.

If Cannon could be induced to see the situation in its true light he will probably withdraw his objections and the appropriation will go through. In view of the fact that but \$12,000 is asked for 11,000 Esquimaux, and in view of the fact that \$19,000 were appropriated for 199 natives of the islands of St. Paul and St. George, in Behring Sea, it does not seem unreasonable to believe that Mr. Cannon will waive political considerations and agree to the action of the Senate.

*Journal
Milwaukee Wis
May 2, 1896*

REINDEER FOR ALASKA

IF THEY ARE NOT IMPORTED THE
ESQUIMAUX WILL STARVE
TO DEATH.

CAN'T USE REVENUE CUTTERS

The Deer Used to Be Imported in
Treasury Department Steam-
ers Till the Officers Were
Called Cattle Ship-
pers.

WASHINGTON, May 2.—It is seldom that the Esquimaux are interested in legislation in Washington. At present, however, 11,000 of them are affected by the action of the conference committee on the sundry civil bill, which contains an item very closely allied to their welfare. The item in question is an amendment of the senate to the bill as it passed the house. The house bill provided for an appropriation of \$5,000 for the maintenance of the reindeer at the Port of St. Clarence, Alaska. An appropriation of \$50,000 had been asked for. It seems the custom was to purchase reindeer at a small price per head in Siberia, bringing them across to Alaska in revenue cutters. When this became known to the general public, however, some of the officers of the revenue service, and especially of the navy, thought to have fun with the officers of the revenue cutters used to transport the reindeer, by calling them cattle shippers. The latter objected so strongly as to secure enough influence to induce the secretary of the treasury to serve notice that the revenue service could not be used further for the transportation of reindeer.

When this idea was brought to Dr. Sheldon Jackson of the bureau of education, who had originated the plan for importing reindeer to Alaska for the benefit of these Esquimaux, whose supply of food was cut off by the disappearance of whales and seals, he wrote at once to the reindeer firms on the Pacific coast, asking them for a price on reindeer landed in Alaska. The lowest price he obtained was from a California firm, which agreed to land 1,500 head in Alaska for \$45,000. When Dr. Jackson stated this to the appropriations committee of the house Chairman Cannon announced at once that such an appropriation was not to be thought of, and the committee thereupon decided to appropriate nothing for new reindeer, inasmuch as 1,500 was the lowest number which could be imported at that rate, and so appropriated but \$5,000 for the maintenance of the station, which now has between 50 and 100 head. The bill went to the senate and before that body acted Dr. Johnson received another letter from the California firm stating that the firm would supply reindeer landed at Alaska, at \$30 per head, without regard to number. The senate, upon receiving this information,

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SS: SUNDAY MAY 17,

TO PREVENT STARVATION.

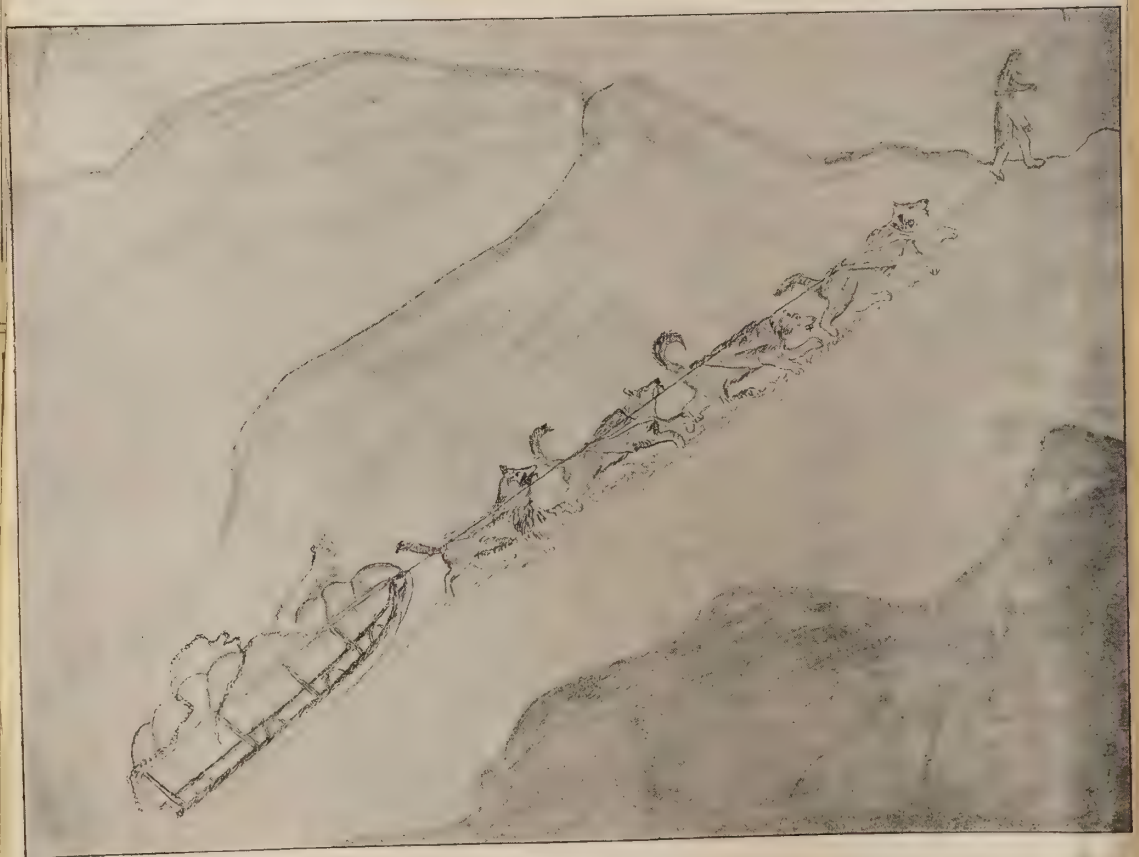
DR. JACKSON TELLS OF REINDEER
IMPORTATION IN ALASKA.

The United States Educational
Agent Spends the Day in St. Paul
While on His Way to the Scene of
His Labors—Interesting Account
of the Situation in Alaska and
What the Government Is Doing to
Develop the Resources of the
Territory.

Dr. Sheldon Jackson, the United States general agent of education at Alaska, was in St. Paul yesterday, a guest of Silas B. Walsh. He was on his way from Washington, D. C., to Puget sound, whence he will go by mail steamer to the Aleutian Islands and there board the United States revenue cutter, on which he makes a tour along the coast and inspects all the Alaskan schools. He left on the Northern Pacific train last evening.

"I spend the winters in Washington and the summers in Alaska," said Dr. Jackson to the Pioneer Press reporter last evening. "I have become quite a pioneer in Alaska, as I have spent about twenty years there. From 1877 until 1884 I had charge of the Presbyterian schools of Alaska, and in 1885 I was appointed by the interior department to the position which I now hold.

"Alaska has to-day thirty-four government schools at which 1,800 children of the natives are taught in all branches of learning. There are four white schools, but the attendance is very small, only thirty-six altogether. At these schools government



CLIMBING A MOUNTAIN IN ALASKA WITH A DOG TEAM.

(From native drawing.)

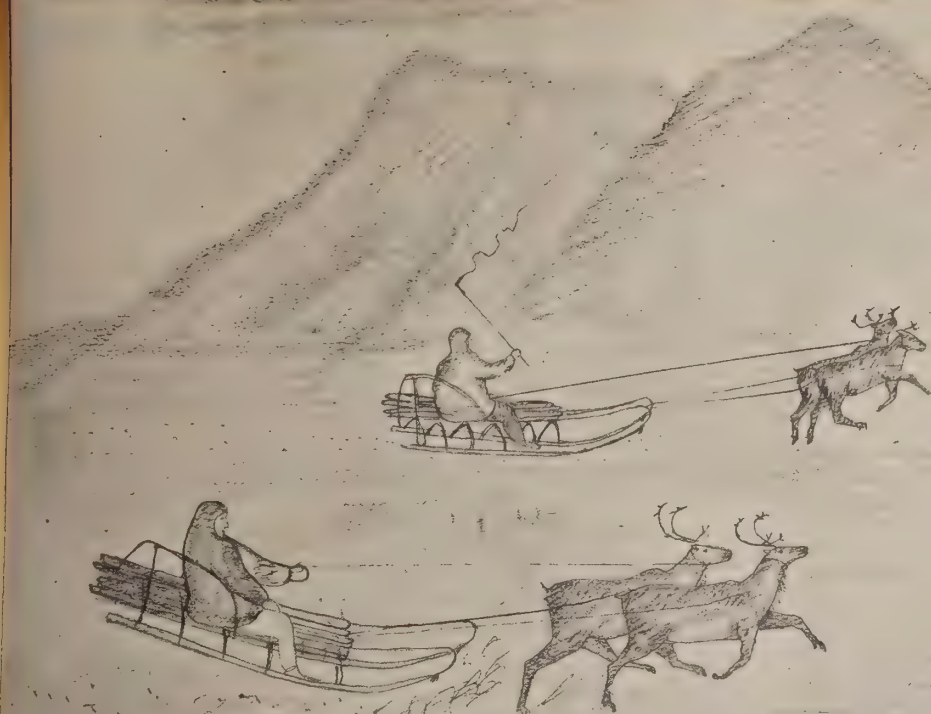
are needed to-day more on account of the white people than the native. This year about 3,000 miners have flocked to Alaska. They are located at the mines about twenty-five to one hundred miles from the Yukon river. All these miners must be provided with food, which has to be transported to the mines. The little river steamers carry the food as far as possible by river, and then the freight is loaded on dog sleds. So much freight has to be transported that the dogs have become very valuable. They are selling dogs in Alaska to-day for \$200 apiece and the chances are that the

Price Will Be Higher.

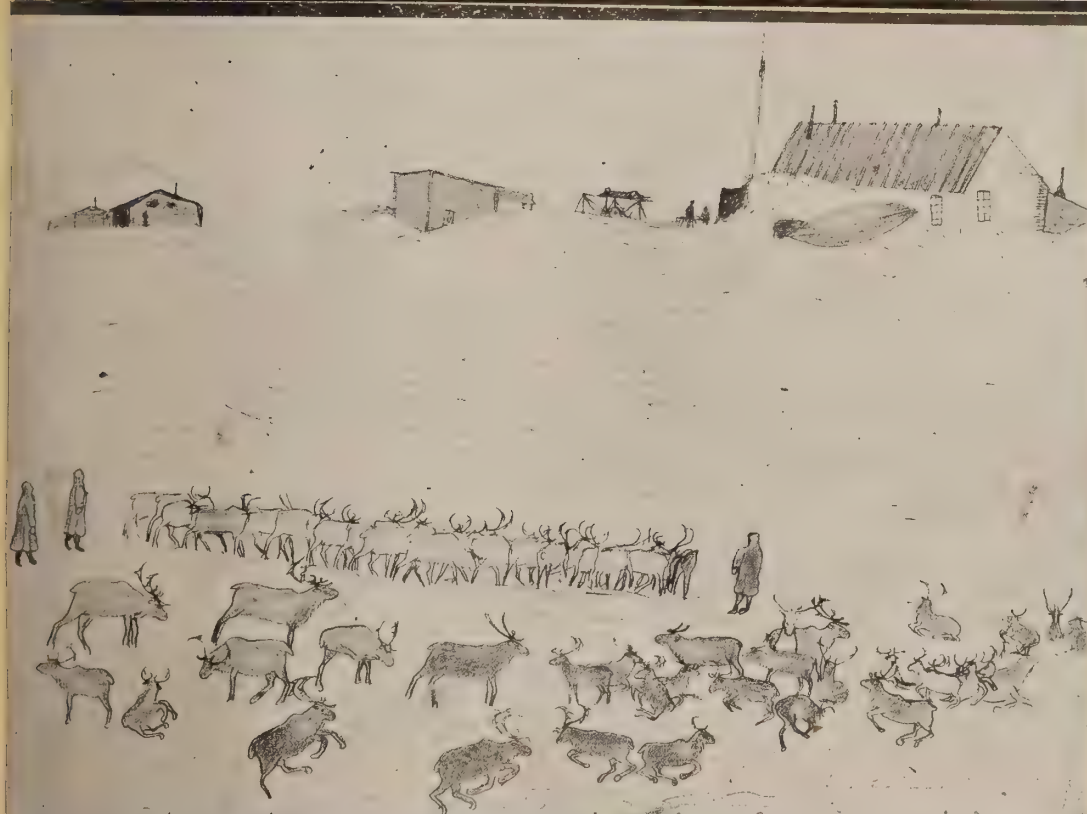
"But the cost of dogs is not the only object of expense in this mode of transportation. A dog team can travel only from fifteen to thirty miles a day, and with every team another team must be taken to haul food for the two teams. The food is an

other great item of expense. In the summer the dogs are fed on fish, but in the winter, when the fish are scarce, meat must be supplied. The miners and dog owners are at present shipping meat from Chicago to Alaska at great expense.

"Now, with the reindeer there is a great saving. In the first place a reindeer can haul a load from fifty to one hundred miles a day. When a halt is made at night all that is necessary to feed the deer is to turn him loose and let him graze. He lives upon the arctic moss, which grows plentifully everywhere. No expenditure for food is necessary to the reindeer. If there were trained deer to-day in Alaska they could be sold for at least \$400. It is readily seen that if it is expected that this country shall be developed the reindeer must be used as a basis of transportation. The reindeer must be used in hauling the freight, the



Travelling with Reindeer. (Eskimo Drawing)



Teller Reindeer Station in Winter (Eskimo Drawing)

mails and the passengers, and without the deer it will be almost impossible to bring about the greatest development of this country.

"What we want is to have congress appropriate \$50,000 so we can import a great number of these deer and give the people all they need. Since we began to import the deer five years ago they have increased by birth about 60 per cent. For the next few years there will be no more profitable business in the world than the importation and breaking of reindeer. A deer is broken about as easily as a horse, at the age of about three years. The cost of the deer is about \$3, the cost of transportation about \$10 a head; cost of feeding for one season, nothing; cost of breaking trivial; selling price, \$100. I tell you there is a fortune in that business for some common sense fellow, or company of men who have a little capital. It would be a profitable business if the deer sold at \$50 apiece.

"The reindeer industry in Alaska will always be a staple industry, for the deer are used for transportation, for food and the skins are used for clothing. It costs nothing to feed the deer and very little to herd them."

teachers are employed, and we have as good teachers as you have right here in St. Paul. We require as rigid examinations and the work is kept right up to date. The school houses or school rooms are provided by the government and the children receive their books free of charge. It is the only place in the United States where the people do not have to pay taxes to support their schools. Beside the government schools there are a large number of denominational schools supported by the mission societies of the various church denominations. Over these I have general supervision, but not as to details of the work.

"I will arrive in Alaska about July 1 and will devote three or four months to inspecting the schools and securing data regarding the supplies needed for the coming year. In October I will return to Washington and there do the clerical work connected with my office. The schools in Alaska are supported by an appropriation of \$30,000 a year, and we never go beyond our appropriation. While I am in Washington I attend to the purchase of books and supplies as well as the selection of teachers, and these are all sent once a year.

"In Alaska we have one mail delivery a year. The revenue cutter, on which I go, brings the mails, and that is all. The teachers and others do not hear from the states until twelve months have rolled by. I do not expect to hear from my family all the time I am in Alaska.

Reindeer Industry.

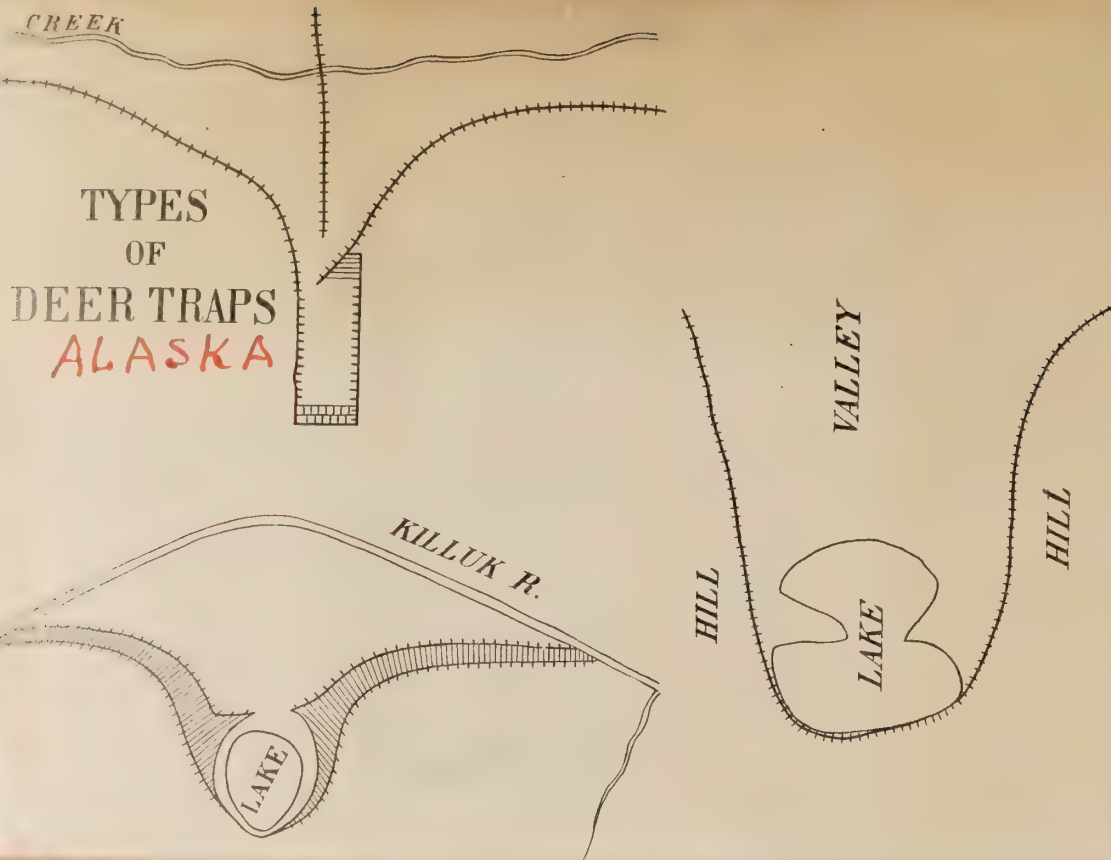
"The most interesting part of my work at present is the reindeer industry. Congress appropriates every year \$7,500 for the purchase and breeding of reindeer, and the reindeer industrial school naturally becomes quite an important part of my labors. But there is another side to the reindeer industry. That is, that the reindeer is absolutely necessary to the development of the country. That seems strange to you, no doubt, but you must take into consideration that the reindeer is the only animal, suitable to domestic uses, that can live in that climate and subsist upon the vegetation.

"In 1890 I found that the Eskimos along the Arctic coast were starving for want of fish and meats. It was apparent that we could not replenish the sea with whales, upon which these people were wont to subsist and so we looked about for some other way to feed them. To provide for them at the expense of the government would only be making paupers of all of them. We had to think of some way in which they could earn their living and retain their self-reliance and self-respect. We believed that the reindeer of Siberia would live and thrive in Alaska and that we could import sufficient quantities of the reindeer to make it a permanent means of support. We laid these plans before the people at Washington, but they thought it would be impossible to transport the deer over the strait and that the animals would not stand the climate. We received very little encouragement, but, during the following year we imported sixteen, simply as an experiment. They did so well and we found that they thrived as well in Alaska as in Siberia, that the following year we imported 167 more. We located our herd at Port Clarence, the first harbor on the American side, and every year we added to it until this year we have 800 head altogether. Most of these are still at Port Clarence. We have allotted 118 to the Congregationalists at their station about six miles from Port Clarence, and about 100 to five Eskimos who showed the greatest proficiency in learning to herd and take care of the deer. This herd is about 100 miles from Port Clarence.

"In 1894 we brought to Alaska seven trained and skilled Laplanders who knew all about the breeding and raising of reindeer. They took charge of the work of teaching the natives to herd and train the deer. The entire establishment is in charge of A. C. Widsted, formerly of Madison, Wis. At the port the Laplanders teach the natives the work of herding and breaking the deer. It is expected that the natives will in time become deer owners and deer drivers, like the people of Siberia, and that the reindeer will be the means of transportation as well as supply the people with food. The geldings are all trained for transportation uses, and the females are kept for breeding purposes. We do not allow any of the females to be slaughtered.

"We have had considerable difficulty in securing our deer. In the Behring strait there is no means of transportation except by chartering some idle whaler or using the government cutter. We have usually used the cutter, and we have purchased the young deer with the usual commodities of barter, at about \$3 apiece. In Siberia the people's wealth is in their deer, and every man has from 100 to 10,000 reindeer, according to the importance of his position.

"The discovery of gold has brought about a great change in Alaska and the reindeer



REINDEER IN ALASKA.

May 30, 1896

Their Practical Use and Benefit to the Natives.

Post Intelligence
EDUCATION IN THE FAR NORTH.

Seattle Wash
Rev. Sheldon Jackson, Superintendent
of Instruction, Talks of the Work
of the Government.

Rev. Sheldon Jackson, superintendent of public instruction in Alaska, is in the city awaiting the departure of the next steamer for the north. He first went to Alaska in 1877 as superintendent of the Presbyterian missions, and was in that office when he received his present appointment from the government in 1885. Since 1891 Mr. Jackson has been engaged in what seems to be a novel mission for a superintendent of schools. He is introducing Siberian reindeer into Alaska. When he goes north he will meet the revenue cutter Bear at Unalaska, and in that vessel will visit the coast of Siberia, traveling along from a point about 250 miles south of Bering straits to a point about 150 miles north, according to the condition of the ice and surf. Within the small harbors in this stretch of coast line the cutter will drop anchor, and Mr. Jackson will go prospecting for reindeer. By inquiries among the natives he finds out where there are reindeer to be purchased and then negotiates the sale. He generally selects females between the ages of 1 and 3 years, and pays on the Siberian side about \$3 a head.

"I do not know whether the cutter will transport the lot this year or not," he said when seen at the Occidental hotel last night. "They may be pressed for time, and if so I shall charter a whaler or trading vessel. I will have between 150 and 200. We have now about 800 reindeer in Alaska. Procreation has been rather slow so far, but the herd was increased by the birth of 200 last year."

"But what has this to do with the public schools and education in general?" was asked.

"Why, everything," responded the superintendent, with a smile. "In Alaska we do not make such a point of mere mental training as we do of giving the native a means whereby he can make more money to support a higher mode of living. Our pupils are really apprentices, to whom we teach a trade. As the scholar of the Indian schools in the states is taught the care of horses and cattle, we teach the care

and use of the reindeer. It would be empty cruelty to give the native an education that would make the surroundings of civilization necessary to him, without giving him the means by which to support the surroundings. When the native is civilized, it means that more money must be expended in his support. In their wild or uncivilized state they can live on very little. I do not imagine the store bill of an Indian for a year would amount to more than \$10 or \$12. Of course a great deal of their food is obtained by hunting and fishing. We have to teach them industries, and the breeding of reindeer is one of the great avenues of wealth in the Arctic.

"The school is located at Point Clarence, the first harbor on the American side of Bering straits, and we have eighteen pupils. Each one is given two reindeer a year to keep, and after each has served five years he has ten head, or, if there have been any births, he may have fifteen or eighteen. We have seven Lapmen from Lapland, who are skilled herders, to teach the eighteen young Eskimos. They also act as herders. The herd is not placed in an enclosure, but is allowed to roam at will on the broad prairie, attended by a Lap and his dog. These dogs are from Lapland, and are of a peculiar breed, resembling a collie. They are shaggy, and some have absolutely no tails. This does not worry them, however, as there are no flies in that country. No provisions are necessary for the reindeer. When turned out they find plenty of sustenance in the moss and short grasses of the plains. When a small number of our apprentices have been in the school a sufficient length of time to have come into possession of good-sized herds, we tell them to club together, take themselves off and live by themselves.

"Such a band of natives can make their living off the animals. The reindeer furnishes milk, cheese and flesh as food, and from its skin can be made clothing and shoes. Money is made from them by charges for the transportation of goods, and the owners are put to no expense in their keeping.

"The reindeer is the animal provided by nature and God for that region. The introduction of the animals was originally started by the government as an act of humanity to aid the natives, who were in many cases starving. But it was soon found useful to miners. Mining is all important in Central and Arctic Alaska, and the question of transportation has assumed very large proportions. Of the mines in the Yukon basin none are nearer than twenty-five miles to the river. The small steamers take goods to the banks and then the question is to carry them to the mines. What could be better for this purpose than the reindeer. The distress

rible. The price of dogs, common ordinary curs, went up to \$200 each. A reindeer is as good as six dogs. In traveling between points lying a long distance apart two dog teams are required, one to pack the regular outfit and the other to pack provisions for the two teams.

"There is pasturage in Alaska for 3,000,000 head, and the stocking of those frozen plains would be worth millions to the country from a commercial point of view. In Lapland and the northern part of Norway there are 400,000 head of tame reindeer. Last year 22,000 carcasses were shipped from there to Europe, together with thousands of reindeer hams and tongues. In addition, there is a cannery in Norway which puts up reindeer meat just as they do beef in this country. The introduction of reindeer is of vastly more importance to Alaska than the preservation of the seals, and yet the government spends thousands of dollars each year in maintaining a fleet to keep out poaching sealers and only allows \$7,500 a year for the introduction and support of the reindeer and the school at Point Clarence. The latter is of such practical consequence that it would seem more attention would be paid to it by the government.

"There are now about thirty schools in Alaska. Juneau and Sitka have two each, one for whites and one for the natives. Schools are located also at Fort Wrangel, Douglas island, Unalaska and various other points. A new school will be established at Circle City this year, right under the Arctic zone. The miners had a meeting there last winter and raised \$1,100 to build a school house, and then applied to the government for a teacher. Two entertainments were given, one by the white women and the other by the native women, to raise funds. Every white woman in the town was elected a school trustee. I have selected a young lady from Indiana to go as teacher. She is a sister of the present superintendent of the state normal schools. I suppose our young lady teachers will get married as fast as we can send them up there, and there will be a new teacher each year."

Seattle Post for the North.

Miner W. Bruce and His Eskimo Off June 14 on the Ella Johnson.

Miner W. Bruce, with his Eskimos and a complete trading outfit, sailed for Alaska yesterday afternoon. The 5-year-old twin natives who have been with him heretofore were left in Seattle in the care of Miss Swan. Three of the Eskimos, two girls and a man, will be returned to their home at Port Clarence, Alaska. The man does not appear to feel in good health, but the young women seem bright and happy. The most interesting is Ker-lung-ner, a native girl, who is very bright and pretty,

showing to good advantage despite the awkward clothing of skins and furs in which all three are attired. Her hands are small and shapely. She wears a No. 5 kid glove. Her feet are also small, and have plenty of room in a No. 1½ shoe. Her teeth are beautifully white and regular. They have been examined by a number of dentists and pronounced perfect.

Customs Inspector Lord was on board in the afternoon sealing up the firearms. There are about 100 breech-loading rifles done up in boxes. There were several objects piled on deck, looking at casual glance from a distance like dead seals. They were sealskins, and were stuffed with the personal effects of the natives. When killed, the skin of the seal forms the trunk of the Eskimo. The points to be touched at on the voyage will be the same as given in Friday morning's Post-Intelligencer.

The Oregonian

Entered at the Postoffice at Portland, Oregon, as second-class matter.

PORTLAND, MONDAY, JUNE 15, 1896.

THE BRUCE EXPEDITION.

It Will Visit the Siberian Coast, and Winter in the Arctic.

The Seattle Times has additional particulars of the Miner W. Bruce expedition, which left Seattle, Saturday night, well provided for a long cruise. The present expedition will, it is expected, eclipse any previous one made in results, and in one respect at least will do the work for the government heretofore accomplished by Captain Healy and the revenue cutter Bear—that of providing reindeer for the Alaska Eskimo.

First to be accomplished by Mr. Bruce will be the delivery on their native heath of the Eskimo, who for a year past have been traveling with Mr. Bruce throughout the United States. Their home is at Port Clarence, the most important reindeer station belonging to Uncle Sam in Alaska. That is located at the point of land which practically separates Behring straits from the Arctic ocean or Kotzebue sound. The station is almost within the Arctic circle.

The Eskimo include one man and two women. Two twin girls will remain in Seattle. Kyo, the man, is a husky fellow who has been somewhat crippled with rheumatism since he came into a climate that was warm enough to thaw out his bones. Wearner, one of the women, is a widow, whose husband died in Georgia very suddenly while exhibiting at the Atlanta exposition last year. Kerlugner is a pretty-looking young woman, who has attracted a great deal of attention by her comely appearance.

Zaksriner is the little girl, who has already been two years in this country. She and her twin sister will stay with Miss Swan, of this city, and become more Americanized.

From Port Clarence the schooner Ella Johnson, carrying the expedition, will cross the straits to East Cape, Siberia, and it is intended to locate a temporary station on the coast to the southward, where two of the expedition will be left. First Mate Everson, of the Johnson, and a man named Hochmann. A house will be put up, and they will collect reindeer.

The Johnson will then sail for Point Hope, within the Arctic circle, and on the Alaska side. This point is located in about 68°20 north, on the north side of Kotzebue sound, probably 200 miles distant from East Cape. Here trade with the natives will be established and carried on, and after that the vessel will return to the temporary station below East Cape, pick up the two men, and any reindeer that may have been secured, and the vessel will head for Koluichin sound, which indents the northern coast of Siberia, about 200 miles from Behring straits. Here it is expected to build a winter habitation, and two or three of the party will take up winter quarters. The sound is a stretch of water something in size like Cook's Inlet. Everything will depend on circumstances as to where the winter abode will be located, Mr. Bruce while there expects to penetrate a long distance into the interior after reindeer. He is much in doubt about the outcome of this part of his programme. The natives have been accustomed to deal only with government officers, men in blue clothes and brass buttons, and it is a question just how a civilian in civilian clothes will

strike them. While he expects to bring back reindeer, Mr. Bruce says that he may be more or less disappointed in this. He thinks if he can get hold of them he can place 400 head in the hold, and on the decks of the Ella Johnson, so that they may be transported across to Alaska.

The vessel is loaded with provisions, and with merchandise for barter, and has not forgotten lumber, shingles and nails for the winter quarters. Captain Schmitt, who took the vessel to Cook's inlet, owner and master, will be in charge. There will be a crew of five or six men, and with

Mr. Bruce and a friend, Mr. Bryant, of Vermont, that completes her complement of men.

54TH CONGRESS, } HOUSE OF REPRESENTATIVES. { DOCUMENT
1st Session. } No. 211.

PURCHASE OF REINDEER FOR ALASKA.

LETTER

FROM

THE ACTING SECRETARY OF THE TREASURY,

TRANSMITTING

A communication from the Secretary of the Interior submitting an estimate of appropriation for the purchase of reindeer for Alaska.

FEBRUARY 7, 1896.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT,
February 6, 1896.

SIR: I have the honor to transmit herewith, for the consideration of Congress, a communication from the Secretary of the Interior, under date of the 4th instant, in relation to the purchase of reindeer for Alaska, and submitting an estimate of appropriation in the sum of \$45,000 for that object under the new policy recommended for the fiscal year ending June 30, 1897.

Respectfully, yours,

S. WIKE,
Acting Secretary.

THE SPEAKER OF THE HOUSE OF REPRESENTATIVES.

DEPARTMENT OF THE INTERIOR,
BUREAU OF EDUCATION,
Washington, D. C., January 17, 1896.

SIR: In a former communication I had the honor to acknowledge the receipt of a communication from you, transmitting a letter from the Acting Secretary of the Treasury, dated January 4, in which he states that "in view of the amount of work required of revenue vessels in Bering Sea, hereafter it will be impracticable for them to transport reindeer from the Siberian coast, as has been the custom in years past."

This notification necessitates a change in the plans for procuring reindeer. During the past summer and fall there have been frequent consultations in this office over the desirability of adopting a new plan that would secure a more speedy introduction of reindeer into Alaska than has been found possible through the means hitherto used. In the four

years during which we have purchased reindeer the number procured has averaged from 130 to 150, but the necessities of the work are so great that we ought to procure annually a much larger number, hence I was not unprepared for the change, the need of which was mentioned in my annual statement for 1895. This accords with your own view as expressed in your annual report, lately printed.

I had thought it might be necessary to place a purchasing party in Siberia who should remain during the winter, and in that way secure a large herd ready for transportation when the ship should arrive in the summer. But in view of the recent decision of the honorable the Secretary of the Treasury it seems now that a more effective plan will be to enlist the commercial trading companies of the North Pacific and

Bering Sea to furnish 1,000 or 1,500 head of reindeer per annum for two years. With a view to ascertain whether anything is practicable in this line I had already commenced as early as last November a correspondence with four of the leading commercial companies engaged in trade in that region. Three of them have replied that they were not in a position to take up the work. The fourth company is willing to undertake to deliver 1,500 head a year at such points upon the Alaskan coast as shall be designated at the rate of \$30 per head. This plan would relieve the Bureau of much anxiety and prove as cheap to the Government as the past method. Up to this time the deer have averaged the Bureau from \$20 to \$25 each, but counting in the expenses of the revenue cutter during the four weeks it is employed in the work, the average expense would probably exceed over \$50 per head.

It has been demonstrated that the deer thrive better on the American than on the Siberian side, and that there is pasturage in Alaska for from four to five million head, and as the straits of the natives for sufficient food increases slowly from year to year it is important that the work of providing this new food supply should be hastened as much as possible.

I have the honor therefore to recommend the policy of advertising for bids to deliver reindeer at various points along the Alaskan coast, and that Congress be asked to provide \$45,000, or as much thereof as may be necessary, to purchase 1,500 head of reindeer during the year closing June 30, 1897.

I have the honor to be, very respectfully, your obedient servant,

W. T. HARRIS, *Commissioner.*

The SECRETARY OF THE INTERIOR.

DEPARTMENT OF THE INTERIOR,
February 4, 1896.

Approved and respectfully forwarded through the honorable Secretary of the Treasury for the favorable consideration of Congress.

HOKE SMITH, *Secretary.*



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An advantage the Lapland milk maid has over her Southern sisters.

Washington Evening Star

Report of Commissioner of Education

Commissioner of Education William T. Harris has submitted his annual report to the Secretary of the Interior, which shows that despite the hard times there has been an increase of 446,639 pupils in the city school systems of the country during the year. A large portion of the report is devoted to an explanation of the scheme of Dr. Sheldon Jackson for stocking Alaska with Siberian reindeer. Commissioner Harris says that if the deer can be successfully introduced it would be a material help in the development of the country. School attendance in Alaska, says the report, has increased and more facilities are necessary.

Sept 30 - 1896

Double the Stock of Plants
And flowers—better facilities—even more

S. Ex. Doc. 92—53—3.



SAMUEL JOHNSEN KEMI, WIFE, AND BABE, TELLER REINDEER STATION, ALASKA.

THINGS FOR YOU TO KNOW.

Alaska News Oct 5, 1896

Rev. Sheldon Jackson was a passenger on Sunday's Topeka. He has recently returned from an inspection of the government reindeer stations in the extreme northern part of the territory. The natural increase in the herd has been greatly in excess of what was at first anticipated, so much so, in fact, as to fully demonstrate the practicability of transplanting the animals to American soil with perfect success, providing the United States treasury only holds out. No reindeer were imported this year as our munificent government depended upon Miner W. Bruce to secure the supply. He departed this spring from Seattle amidst great eclat and a column of double leaded minion following a scare head, the latter giving out what particular portion of the wilds of Siberia the great Arctic explorer proposed penetrating. It now appears the expedition of Bruce and his cargo of glass beads was a most chilling frost, as he did not succeed in getting a single hoof. Dr. Jackson's scheme is undoubtedly a great one, but there have been people uncharitable enough to say that every hair on every reindeer's back brought into Alaska for domestication costs our paternal government one dollar.

In a day or two Wm. Nelson will finish some extensive improvements to the water power at the mouth of the...



Philadelphia, Tuesday, July 28, 1896.

REINDEER IN ALASKA.

[From a Juneau Letter in the Chicago Record.]

Father Barnum, of the Catholic Mission at the delta of the Yukon, after a visit to the States, is here on his way to his field of labor among the Innuits. The reverend father has spent five years in the far North, travelling, teaching and preaching, winter and summer. Speaking of the introduction of reindeer into Alaska, he made the statement that the Catholics are not considered in their distribution; that the animals all go to Protestant missions.

"Why is your Church not put on an equal footing with other denominations?" I asked.

"I know of no reason. All I know is that the Catholics are not getting any favors from the Government."

"Do you think the experiment of introducing reindeer will succeed?"

"Yes, eventually; but there are obstacles, the most serious of which are the Esquimaux dogs. The dogs and the reindeer can never live together, and now the dogs have the field. They will kill and eat the deer. The Innuits would not give up his dogs for anything else. We have been trying to introduce the St. Bernard and other breeds of what we call 'white' dogs, but the same trouble comes in as with the reindeer—the Esquimaux curs kill and devour them.

"They are strange animals, as we are used to regarding dogs, being more like a wolf. They have no such thing as affection in their make-up, but, on the other hand, they are not particularly hostile. When a strange man comes into the camp they pay no attention to him whatever. They do not bite, neither can they bark, and there is a funny thing in that connection. When they are brought into association with 'white' dogs they try to learn it, and it is the most awkward and discordant attempt at barking that any one ever heard. But they are treacherous," said Father Barnum, with a sigh. "They tolled poor Jack, my St. Bernard, away from the house, and then all jumped on him like a pack of wolves and ate him up, and they will serve the reindeer the same way."

Father Barnum remarked upon the prevalent idea that a reindeer is nearly as large as a horse.

"On the contrary," he said, "it is a vicious malevolent little animal, hardly larger than an ordinary deer, that will sit upon its haunches and strike savagely at a man with its front feet. But there is no doubt about its usefulness and adaptability to the requirements of the

REINDEER FOR ALASKA.

The Commissioner of Education Tells How He Would Stock That Region. 1896

WASHINGTON, Sept. 29.—William T. Harris, Commissioner of Education, has submitted his annual report. It shows an increase in the attendance of pupils in all schools, notwithstanding the business depression. A large part of the report is devoted to the elucidation of Dr. Sheldon Jackson's scheme of stocking Alaska with reindeer. The Commissioner advocates maintaining two large herds as a base of supplies. One has been established at Port Clarence, near Behring Strait, and it is proposed to establish a second one on the Kuskowin River, north of Bristol Bay. From these two herding stations it is proposed to distribute deer in herds of 100 with native herders among the mission stations.

The Commissioner states that a line of stations might be established along the Yukon to the gold regions of Forty Mile Creek. If two herds of 1,500 each could be established at the two main distributing points experience has shown that the annual increase of these herds, if well cared for, would amount to enough to furnish three herds per year of 200 each. The Commissioner says that with Alaska stocked with this valuable animal the hardy Eskimo and the enterprising American would develop industries that would amount to millions of dollars annually. He says that school attendance in Alaska has increased, and more facilities are necessary, because of families going there, attracted to the gold fields along the upper Yukon.

IN THE SENATE OF THE UNITED STATES.

REPORT

ON

INTRODUCTION OF DOMESTIC REINDEER INTO ALASKA,

WITH

MAPS AND ILLUSTRATIONS,

BY

SHELDON JACKSON,

GENERAL AGENT OF EDUCATION IN ALASKA.

1894.

FEBRUARY 23, 1895.—Referred to the Committee on Appropriations and ordered to be printed.

WASHINGTON:

GOVERNMENT PRINTING OFFICE,

1895.

ACTION OF SENATE OF UNITED STATES.

IN THE SENATE OF THE UNITED STATES,

February 20, 1895.

Resolved, That the Secretary of the Interior be directed to transmit a copy of the report of Dr. Sheldon Jackson, with maps and illustrations, upon the work of introducing reindeer into Alaska during the season of 1894.

Attest:

WM. R. COX, Secretary.

LETTER OF TRANSMITTAL.

DEPARTMENT OF THE INTERIOR,

Washington, February 23, 1895.

SIR: I am in receipt of the Senate resolution of the 20th instant—

That the Secretary of the Interior be directed to transmit a copy of the report of

Dr. Sheldon Jackson, with maps and illustrations, upon the work of introducing reindeer in Alaska during the season of 1894.

In response thereto, I have the honor to transmit herewith a copy of the report desired.

Very respectfully,

HOKE SMITH,
Secretary.

THE PRESIDENT OF THE SENATE.

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are not a part of the home education of every titled Hungarian woman.
New York Sun Sept 30, 1896
REINDEER FOR ALASKA.

The Commissioner of Education Tells How He Would Stock That Region.

WASHINGTON, Sept. 29.—William T. Harris, Commissioner of Education, has submitted his annual report. It shows an increase in the attendance of pupils in all schools, notwithstanding the business depression. A large part of the report is devoted to the elucidation of Dr. Sheldon Jackson's scheme of stocking Alaska with reindeer. The Commissioner advocates maintaining two large herds as a base of supplies. One has been established at Port Clarence, near Behring Strait, and it is proposed to establish a second one on the Kuskowin River, north of Bristol Bay. From these two herding stations it is proposed to distribute deer in herds of 100 with native herders among the mission stations.

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REINDEER FOR ALASKA.

New York Sun Sept 30, 1896.
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THE REINDEER IN ALASKA.

Oct 25. 1896
SUCCESS OF THE REV. SHELDON JACKSON'S PLAN.

More Than 1,000 Head of the Animals Now Thriving in Alaska—Their Value to the Natives—A Great Demand for Reindeer Among the Yukon Miners.

TACOMA, Oct 24.—The Rev. Sheldon Jackson, whom the United States employs as a general agent of education in Alaska, has just arrived from the north, and has a good deal to say about the progress of his experiment in introducing reindeer from Siberia and Alaska. Alaska now has more than 1,000 head of reindeer, and the herd is increasing at the rate of 60 per cent. a year.

"I left Sitka June 1 on the revenue cutter Bear," said he, "and have been aboard the Bear most of the time since. We cruised in Behring Sea, and in the Arctic Ocean as far north as Point Barrow, the northernmost point in that country. The season has been unusually inclement, whalers stating that the ice remained later this year than for many years past. It was not until the latter part of July that the Bear was able to reach the reindeer station at Point Barrow on account of the ice. The Bear made four attempts to get through the immense ice floes, and finally had to tie up within five miles of the station to an ice floe that was six miles long and two miles wide and had grounded there in October of last year. One whaler was crushed by the ice and wrecked, the crew being brought down by the Bear. The steamer Jennie, which acts as a tender for the whaling fleet, was crushed in by the ice floes, but managed, with the aid of her pumps, to keep afloat until the necessary repairs could be made.

"I am pleased to say that the experiment of bringing reindeer from Siberia and colonizing them in Alaska had proven a great success. The reindeer are distributed at four stations, at Cape Prince of Wales, at Point Barrow, at Cape Nome, and at Galovin Bay. These herds now aggregate 1,091 head, of which number 337 were born last spring. The herds are in splendid condition, being fat and sleek as it is possible for them to be. They are increasing at the rate of 60 per cent. a year. Sixty of the reindeer have been trained to drive to harness, and are able to haul a big load. They are used to haul supplies to the several stations.

"In order to encourage the native herders a few of the reindeer have been given to them, and now between seventy-five and eighty are owned by natives. The natives take a deep interest in the animals, and those who own three or four head are looked upon by the other natives as plutocrats.

"The object sought in introducing these useful animals into Alaska was to give the natives a permanent food supply and a better method of transportation than that afforded by dogs. The white hunters have killed off the seals and fur-bearing animals, and the result is that the natives were reduced to a state of starvation, which was not the case previous to the advent of the white man. The natives greatly appreciate the reindeer and guard them as closely as a white banker does the deposits in his bank.

"The influx of white miners into the basin of the mighty Yukon River has created a demand for reindeer for hauling freights to points adjacent to the river. Now the miners, in most instances, have to leave the mines in the winter because it is next to impossible to get supplies to where they are wresting the precious metal from the frozen earth. This would not be the case were it possible to get reindeer to haul provisions and supplies. I have received a number of letters from Yukon miners asking whether it was possible to let them have a few of the reindeer for freighting purposes. While I would greatly like to accommodate them, I find under existing conditions that I cannot do so. I expect, however, to be able to supply the demand in about three years.



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INTRODUCTION OF DOMESTIC REINDEER INTO ALASKA.

DEPARTMENT OF THE INTERIOR,
BUREAU OF EDUCATION, ALASKA DIVISION,
Washington, D. C., December 31, 1894.

SIR: I have the honor to submit herewith my fourth annual report of "The introduction of domestic reindeer into Alaska." The year of 1894 has been one of gratifying progress and success.

STATION.

Upon the arrival of Mr. W. Thomas Lopp, July, 1893, to take the superintendency of the Teller Reindeer Station, Capt. M. A. Healy, of the United States revenue cutter *Bear*, very considerably sent ashore his carpenter and two sailors to repair the house and make it habitable for a family. During the erection of the house in 1892 the supply of lumber had given out, and the completion of the building had to be postponed. Now, the barn-like structure was finished up and divided into six comfortable rooms. At the rear of the building, across its

entire length, a "lean-to" 12 by 60 feet was erected, furnishing comfortable quarters for the apprentices.

During the fall the Eskimo apprentices, under the direction of Mr. Lopp, erected a small frame storehouse for the supplies, and two comfortable log houses 12 by 15 feet for the use of the married herders. These houses were plastered with cement and clay, sheathed with the odds and ends of boxes broken up for the purpose, and stuffed with moss between the sheaths and logs. As these are the first log houses north of Norton Sound, they have attracted much attention from the Eskimo. A shed for carrying wood and a small boat for fishing were also made.

In the fall of 1894, to accommodate the party at the station, increased by the arrival of the Lapps, a log residence 16 by 35 feet was put up. A log building was also erected at the east end of Grantly Harbor for the use of the herders in the winter, that section having been selected for the next pasturage of the herd. These log buildings are built from the driftwood found strewn along the ocean beach in the neighborhood.

PERSONNEL.

Mr. W. T. Lopp, of Indiana, was in charge as superintendent from July, 1893, to August, 1894. Desiring to reopen at Cape Prince of Wales the Congregational mission which had been closed by the murder of the missionary, Mr. Harry R. Thornton, August 19, 1893, Mr. Lopp asked to be relieved from the charge of the station at the end of the fiscal year. His request was granted, and Mr. William A. Kjellmann, of Madison, Wis., was appointed in his place. Mr. Kjellmann arrived on the whaling brig *W. H. Myers*, July 29, 1894, and at once took possession. In July, 1893, upon the removal of Mr. Bruce Gibson as assistant superintendent, there being no opportunity of securing a suitable successor, Captain Healy, of the cutter *Bear*, discharged Mr. John Grubin, quartermaster, in order that he might be appointed assistant superintendent. In August, 1894, Mr. Grubin was succeeded by Rev. T. L. Brevig, a Norwegian pastor from Stoughton, Wis. Mr. Brevig was born in Norway in 1857, but accompanied his parents to America when he was 10 years old, and settled in Iowa. His training as a teacher was secured in a four years' course at Decorah, Iowa, and he received a State certificate as teacher of public schools in both the English and Norwegian languages. In 1888, feeling impelled to enter the ministry, he took a three years' course at the Lutheran Theological School at Minneapolis, Minn., at the close of which he was ordained a minister of the Norwegian synod.

Mr. Brevig is expected not only to assist in the administration of the station, but also to have charge of the school at the station. For the fiscal year ending June 30, 1894, the school was taught by Mrs. Eleanor Kittredge Lopp, with an attendance of 69 pupils.

HERDERS.

During the winter of 1893-94 Mr. Lopp had the assistance of three Siberian herders, Anker and Dantin, from the South Cape of St. Lawrence Bay, and Nootadl goot, from near Cape Serdze Kamen. While their help was essential, and could not have been safely dispensed with, they were far from satisfactory. They proved so passionate, obstinate, jealous, and conceited at times that Mr. Lopp wished them back in Siberia. Anker, especially, became so insubordinate that in February he was discharged. Upon one occasion, becoming angry because a tired deer lay down in his harness and refused to rise, Anker jumped upon his head and stamped him to death. During the season several of the sled deer were killed by the cruel treatment of the Siberian drivers. It has also since been ascertained that they were accustomed to kill and eat deer from the herd on the sly when out herding.

The Siberian herders were employed at the beginning of the enterprise, not because they were considered the best, but because they were near by and were the only ones that could be had at the time. It was realized from the first that if the Alaskan Eskimo were to be taught the management and care of the reindeer, it was important that they should have the benefit of the most intelligent instructors and of the most improved methods that were in use. By universal consent it is

if Congress would give a good big appropriation immediately, I think the demand could be supplied much sooner. The supply will have to be large enough so that the miners can dispense entirely with dogs. You see, the dogs attack and kill the reindeer, and, therefore, it will not do to put the deer in any section until the dogs have been got rid of. Another fault of the dogs is the fact that you have to carry provisions for them to consume during journeys, and this cuts down the quantity of freight to be transported during a long trip considerably. One firm in Chicago put up tons of dog food this summer, which is to be used by Alaska dogs during the coming winter. The food is the lard and refuse meat from the packing establishments of Chicago, and is put up in three-gallon cans. Reindeer, on the other hand, live on the moss and vegetation that grow so prolifically in Alaska, and there is no necessity for carrying food for them, and hence they are much more valuable for transportation purposes than dogs. The reindeer is about the only ruminant that can stand the intense cold of Alaska and live upon the vegetation peculiar to that country.

"So far the locating of reindeer in Alaska has cost the Government \$20,000, or less than \$20 a head. If the miners could get reindeer at a reasonable figure, they could go into sections now inaccessible through lack of proper transportation facilities, and add many millions to the national wealth.

"In my opinion the development of the more remote gold fields of Alaska is dependent upon the reindeer. They are to-day the most important animal in Alaska. The fate of the fur sealers is not to be compared in importance with the future of the reindeer.

"I am going to try to get an appropriation of \$25,000 from Congress this year that I may be able to import another big band of reindeer into Alaska. With that sum I could import from 1,500 to 2,000 head, and would soon have enough to furnish the Yukon miners with all they need."

"What is your opinion of the future of the fur-bearing seal?"

"I think the seal is doomed to extinction unless the Government stops their slaughter in Behring Sea. During the open season the sealers can kill seals in Behring Sea in all places, except within a short distance of the islands, where the rookeries are located. Seal killing should be totally prohibited in all parts of Behring Sea. I do not think the sealing in the open season will destroy the seals.

"There is great activity on the Yukon River. There are 4,000 white miners and between 6,000 and 10,000 natives there. The Alaska Commercial Company and the North American Transportation and Trading Company are vying with each other to get supplies in to meet the great demand. Each constructed a large river steamer this summer, besides several barges. There are now five large steamers on the river, which make from two to three round trips a year, and yet they cannot carry enough freight to supply the constantly increasing demand."

"Do you think Alaska should have a better form of government?"

"I think Alaska should have a territorial delegate in Congress, and that a Commission should be appointed to prepare a code of laws, for Congress to enact, for the government of the country. The code of Oregon is not suited to Alaska, because the former is an agricultural and the latter a mining country, and therefore the Oregon code is not suitable for its government. Later on we can have a territorial form of government."

Mr. Jackson is now on his way to Washington, where he will report on his summer's work to the Government. He has with him two native girls, whom he is escorting to the Indian school at Carlisle, Pa.

REINDEER AS ESQUIMAUX FOOD.

W. H. E. 12 Telegram
Dr. Sheldon Jackson, Who Says the Experiment in Alaska Has Been Successful, Wants Government Aid.

Dec. 31, 1896
[SPECIAL DESPATCH TO THE EVENING TELEGRAM.]
WASHINGTON, Dec. 31.—Dr. Sheldon Jackson, of the Bureau of Education, has returned from his annual trip to Alaska. Dr. Jackson is the father of the reindeer stations and industry of that far away country. It was while travelling through it in 1890 that he discovered something must be done for the Esquimaux, who were dying off from starvation.

Dr. Jackson, after a thorough investigation, decided that the reindeer was the best source of food for the Esquimaux. His plan was to bring reindeer from Siberia, establish a reindeer station, put competent Laplanders in charge and train Esquimaux to care for the animals until the Esquimaux had become proficient.

Dr. Jackson told me to-day that the herd of reindeer now numbers eleven hundred, of which 357 are calves of this year. He has \$4,000 for the purchase of more reindeer next year from the last appropriation of Congress, the purchases to be made by a commission sent out by the Secretary of the Interior. Secretary Francis has asked Congress this year for \$12,500, of which \$5,000 will be for the expenses of the reindeer station and the balance for the purchase of reindeer. Dr. Jackson holds that the Government is just as obligated to assist the Esquimaux as it is to

REINDEER FARMS

Rochester (N.Y.) Herald

Dr. Sheldon Jackson's Mission
to Alaska a Success.

December 31, 1896

ESQUIMAUX BENEFACTOR

NATIVES OF THE BARREN NORTH
DYING OFF FROM STARVATION.

ASSISTANCE OF CONGRESS

With an Appropriation He Succeeds in
Collecting a Herd of 1,100, Which
Are Imported From Siberia to
Be Used for Food and
Freighting Purposes.

(Special Dispatch to The Herald).

Washington, Dec. 30.—Dr. Sheldon Jackson, of the Bureau of Education, has returned from his annual trip to Alaska. Dr. Jackson is the father of the Reindeer Stations and industry of that far away country. It was while traveling through it in 1890 that he discovered something must be done for the Esquimaux who were dying off from starvation. Their lack of food was due to the decreasing supply of the whale, the walrus, the seal and land animals which had yielded up their lives to the commercial industries of this and other countries. Knowing that something must be done. Dr. Jackson, after a thorough investigation, decided that the reindeer was the thing. The animal can live comfortably on the sparse vegetation which cannot be eaten by other animals and the terrible winters have no bad effect on the fleetfooted and hardy beast.

To get the reindeer it was necessary to have money and make the purchases in Siberia. Both took a long time and a large expenditure of energy. But Dr. Jackson's heart was in it. It was noble work and after many disappointments he succeeded in inducing Congress to take hold. His plan was to bring reindeer from Siberia, establish a reindeer station, put competent Laplanders in charge and train Esquimaux to care for the animals. When the Esquimaux had become proficient they were to receive a certain number of reindeer and go into the business of raising reindeer for themselves. Supplied with reindeer the Esquimaux could establish themselves in the business of reindeer raising and besides supplying food would be able to make money by freighting across the Alaskan country to the rich gold fields of the Yukon River.

admitted that the Lapps of northern Europe, because of their superior intelligence (nearly all of them being able to read and write, and some of them being acquainted with several languages), are much superior to the Samyod deer men of northern Europe and Asia and the barbarous deer men of northeastern Siberia.¹ Intelligence applied to the raising of reindeer, just as to any other industry, produces the best results.

Therefore, when in 1893 it was ascertained that the herd at Port Clarence had safely passed its first winter (thus assuring its permanence), I at once set about making plans to secure herders from Lapland. There being no public funds available to meet the expense of sending an agent to Norway in order to secure skilled Lapp herders, I had recourse again to the private benefaction of friends of the enterprise and \$1,000 was contributed.² With your approval I at once sent Mr. William A. Kjellmann, the new superintendent, to Lapland. He sailed from New York City, February 21, 1894, on the steamship *Majestic*, to Liverpool. He then crossed England to Hull, and taking a steamer for Norway, reached Hammerfest, 300 miles north of the Arctic Circle (70° 40' N. latitude), on March 8. In the face of an Arctic winter and raging snowstorms, the mercury 39° below zero, he pushed back into the mountains with reindeer and sled to Kautokeino, the center of the Finmarken district, where there were 65,000 reindeer. (Appendix, p. 79.)

Great difficulty was experienced in procuring the consent of the herders to leave their country and their people. The fact that there is not a single colony of Lapps in the United States or elsewhere, shows their intense love of home, and great unwillingness to leave it. In addition to their aversion to leave home and friends, they were afraid of the barbarous people among whom they were to be taken. However, after being assured of safe conduct and final return home (Appendix, p. 79), the following persons were secured:

Johan Speinsen Tornensis, wife, and one child under 1 year of age; Samuel Johnsen Kemi, wife, and two children, ages 1 and 4 years; Mathis Aslaksen Eira, wife, and one child 4 years of age; Mikkel Josefson Nakkila and wife; Per Aslaksen Rist; Frederick Larsen. Some of these are men of property, owning large herds of reindeer, and have several thousand dollars deposited in bank. They can all read and write, and some of them speak the Finnish, Russian, and Norwegian

¹ Those who have read, in the appendix of the reindeer report of 1894, the letters of the various Scandinavians in the United States, who are acquainted with the management of the reindeer in Europe, can not fail to have been impressed with the unanimity with which they testify that the employment of expert Lapp herders is essential to the most successful introduction of domestic reindeer into Alaska.

² The contributors to the above fund were: Mrs. William Thaw, Pittsburg, \$350; Mrs. Elliott F. Shepard, New York, \$250; Miss Mary L. Kennedy, New York, \$200; Mr. John Nicholas Brown, Providence, R. I., \$100; Mrs. Helen Sinclair Robinson, Hawaiian Islands, \$50; Mr. H. O. Houghton, Boston, \$50.

languages. They brought with them a full supply of Lapp literature, including hymn books and Bibles.

Leaving Kautokeino on April 10, Hammerfest the 17th, and Christiana the 26th, they reached New York City May 12, 1894, the first colony of Lapps that ever set foot on the North American continent. Passing directly westward to Madison, Wis., they tarried there until Mr. Kjellmann, the superintendent, concluded his preparations for removing his family to Alaska. Leaving Madison May 21 over the Great Northern Railway, the party were caught in washouts in Montana. Transferring to the Northern Pacific, they finally reached Seattle June 2, and ultimately San Francisco, by steamer, June 5. At San Francisco, after twelve days' delay, the party was taken on board the whaling brig *W. H. Myers*, and sailed from San Francisco for the Teller Reindeer Station, Port Clarence, Alaska, where they arrived safely July 29, having traveled over 12,500 miles.

CONTRACT LABOR.

The importation of skilled Lapp herders raised the question among a few of the newspapers whether it was not an infringement of the law "to prohibit the importation and immigration of foreigners to perform labor in the United States, its Territories, and the District of Columbia," approved February 26, 1885. The legality of the transaction was given early attention. The proposed action was brought to the attention of Mr. Herman Stump, United States Superintendent of Immigra-

tion, who, upon learning all the circumstances, decided that the case was provided for by section 5 of the above act, which reads:

50 Shall this act be so construed as to prevent any person or persons, partnership or corporation from engaging under contract or agreement skilled workmen in foreign countries to perform labor in the United States in or upon any new industry not at present established in the United States: *Provided*, That skilled labor for that purpose can not be otherwise obtained. (23 Stat., 332.)

As herding reindeer was first established in the United States in 1892, and as there were no skilled reindeer herders in the country, their importation from abroad was very clearly within the law.

APPRENTICES.

During the year fifteen Eskimo men were employed in the care of the herd and in securing supplies for the station. A list of names with ages and former residence is contained in the report of the superintendent. (Appendix, p. 72.) His report also gives the standing of each in the several duties required, and a table of rations issued for their support. Special mention is made of the faithfulness of Moses, who was sent from the St. James Mission on the Yukon River.

Constant changes are taking place in the band. Some become tired of regular duty and return home. Others are dismissed because of carelessness. Those that remained regularly made good progress and manifested an adaptation to the work that augurs well for their future success.

One of the tendencies observed in the apprentices is a feeling that as soon as they can throw a lasso and drive a team that they have learned all that they need to know, and that after a few months' service, they are fully competent to take the entire charge of the herd. I have noticed the same disposition among the natives of southeast Alaska in learning the carpenter or other trades.

Because a fireman on a locomotive learns to open and shut certain valves, and start, slow down, or stop the engine, it does not follow that he is competent to take the engineer's place. No more does it follow because an Eskimo man gains a little experience with reindeer that he is able to take charge of a herd. In Lapland where the people have greater intelligence and the advantage of heredity, a young man is required to serve an apprenticeship of five years before he is considered competent to manage for himself. Mr. William A. Kjellmann, who was brought up among the Lapps and spent much of his life in dealing with reindeer, writes wisely that—

To learn to be a good herder or deer man takes as much time as to learn any other trade. It is not only necessary to learn how to throw a lasso, how to drive or keep good watch while with the herd, but the main part is to know how to take care of the fawns so that the herd can increase, to select a good sheltered place to keep the herd when the fawns are born, to know how to make use of every particle of the deer so that nothing is thrown away, and to learn to think and act quickly in an emergency, and stand any hardship when necessary to save the herd. All this may be looked upon by outsiders as soon learned, but it is not so. It is only acquired by attention and long practice.

In addition to their duties with the herd, a small amount of schooling was furnished, and arrangements have been made by which during the present year each apprentice will have four full months of school.

Besides food, clothing, and instruction each apprentice that does well throughout the entire year is given 2 female deer, at the end of the second year 5, and at the end of the third and each succeeding year that he remains at the station, 10. This, at the end of a five years' course, will give each one 37 deer with the increase which will probably bring his holding up to 50.

HERD.

On the 30th of September, 1893, a count of the herd showed 343 head of reindeer. During the winter 20 were lost by disease and accident. During April, May, and June, 1894, 186 fawns were born, of which 41 were lost by being frozen or deserted by their mothers, the thermometer registering during the calving season 30° below zero.

During the summer of 1894, 120 head of deer were purchased in Siberia and transported to the Teller Station, making a total of 588.

Breaking and driving.—Special attention was given during the year in breaking the deer to harness and practicing the apprentices in driving.

In the fall of 1893 there were only 11 trained deer in the herd. During the winter 13 additional ones were broken in.

WORK FOR THE YEAR.

Dr. Jackson told The Herald correspondent to-day that the herd of reindeer now numbers eleven hundred, of which 357 are calves of this year. He has \$4,000 for the purchase of more reindeer next year from the last appropriation of Congress, the purchases to be made by a commission sent out by the Secretary of the Interior. It was the intention to purchase reindeer last summer, but the firms with which arrangements were made were unable to comply with the terms. Secretary Francis has asked Congress this year for \$12,500, of which \$5,000 will be for the expenses of the reindeer station and the balance for the purchase of reindeer. It is Dr. Jackson's hope that Congress will appropriate \$20,000, so as to speed the work. He holds that the Government is just as obligated to assist the Esquimaux as it is to assist the Indians.

THE REINDEER IN ALASKA. *New York Sun* Oct 25, 1896 SUCCESS OF THE REV. SHELDON JACKSON'S PLAN.

More Than 1,000 Head of the Animals Now Thriving in Alaska—Their Value to the Natives—A Great Demand for Reindeer Among the Yukon Miners.

TACOMA, Oct 24.—The Rev. Sheldon Jackson, whom the United States employs as a general agent of education in Alaska, has just arrived from the north, and has a good deal to say about the progress of his experiment in introducing reindeer from Siberia and Alaska. Alaska now has more than 1,000 head of reindeer, and the herd is increasing at the rate of 60 per cent. a year.

"I left Sitka June 1 on the revenue cutter Bear," said he, "and have been aboard the Bear most of the time since. We cruised in Behring Sea, and in the Arctic Ocean as far north as Point Barrow, the northernmost point in that country. The season has been unusually inclement, whalers stating that the ice remained later this year than for many years past. It was not until the latter part of July that the Bear was able to reach the reindeer station at Point Barrow on account of the ice. The Bear made four attempts to get through the immense ice floes, and finally had to tie up within five miles of the station to an ice floe that was six miles long and two miles wide and had grounded there in October of last year. One whaler was crushed by the ice and wrecked, the crew being brought down by the Bear. The steamer Jennie, which acts as a tender for the whaling fleet, was crushed in by the ice floes, but managed, with the aid of her pumps, to keep afloat until the necessary repairs could be made.

"I am pleased to say that the experiment of bringing reindeer from Siberia and colonizing them in Alaska had proven a great success. The reindeer are distributed at four stations, at Cape Prince of Wales, at Point Barrow, at Cape Nome, and at Galovin Bay. These herds now aggregate 1,091 head, of which number 337 were born last spring. The herds are in splendid condition, being fat and sleek as it is possible for them to be. They are increasing at the rate of 60 per cent. a year. Sixty of the reindeer have been trained to drive to harness, and are able to haul a big load. They are used to haul supplies to the several stations.

"In order to encourage the native herders a few of the reindeer have been given to them, and now between seventy-five and eighty are owned by natives. The natives take a deep interest in the animals, and those who own three or four head are looked upon by the other natives as plutocrats.

"The object sought in introducing these useful animals into Alaska was to give the natives a permanent food supply and a better method of transportation than that afforded by dogs. The white hunters have killed off the seals and fur-bearing animals, and the result is that the natives were reduced to a state of starvation, which was not the case previous to the advent of the white man. The natives greatly appreciate the reindeer and guard them as closely as a white banker does the deposits in his bank.

"The influx of white miners into the basin of the mighty Yukon River has created a demand for reindeer for hauling freights to points adjacent to the river. Now the miners, in most instances, have to leave the mines in the winter because it is next to impossible to get supplies to where they are wresting the precious metal from the frozen earth. This would not be the case were it possible to get reindeer to haul provisions and supplies. I have received a number of letters from Yukon miners asking whether it was possible to let them have a few of the reindeer for freighting purposes. While I would greatly like to accommodate them, I find under existing conditions that I cannot do so. I expect, however, to be able to supply the demand in about three years.

"If Congress would give a good big appropriation immediately, I think the demand could be supplied much sooner. The supply will have to be large enough so that the miners can dispense entirely with dogs. You see, the dogs attack and kill the reindeer, and, therefore, it will not do to put the deer in any section until the dogs have been got rid of. Another fault of the dogs is the fact that you have to carry provisions for them to consume during journeys, and this cuts down the quantity of freight to be transported during a long trip considerably. One firm in Chicago put up tons of dog food this summer, which is to be used by Alaska dogs during the coming winter. The food is the lard and refuse meat from the packing establishments of Chicago, and is put up in three-gallon cans. Reindeer, on the other hand, live on the moss and vegetation that grow so prolifically in Alaska, and there is no necessity for carrying food for them, and hence they are much more valuable for transportation purposes than dogs. The reindeer is about the only ruminant that can stand the intense cold of Alaska and live upon the vegetation peculiar to that country.

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"What is your opinion of the future of the fur-bearing seal?"

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"Do you think Alaska should have a better form of government?"

"I think Alaska should have a territorial delegate in Congress, and that a Commission should be appointed to prepare a code of laws for Congress to enact, for the government of the country. The code of Oregon is not suited to Alaska, because the former is an agricultural and the latter a mining country, and therefore the Oregon code is not suitable for its government. Later on we can have a territorial form of government."

Mr. Jackson is now on his way to Washington, where he will report on his summer's work to the Government. He has with him two native girls, whom he is escorting to the Indian school at Carlisle, Pa.

Harness.—Experiments were also continued with regard to harness. The Siberian harness consists of a strap around the neck of the deer and connected with a trace which passes between the forelegs and outside the hind legs to the sled. In long drives or hauling heavy loads the trace necessarily chafes the hind leg, and often disables the animal. Superintendent Lopp tried a harness consisting of collar, back and bellyband, and two traces, which doubled the drawing powers of the deer.

Milking.—Experiments with milking were not much of a success. For 6 herders to catch 5 cows, throw and hold them down, and milk with thumb and forefinger 1 quart of milk, usually required two hours.

Upon the arrival of the Lapps in the summer of 1894, a change was at once inaugurated. The Lapps milk the deer standing, just as cows are milked in the States.

When I left the station in the fall the Lapps were securing about 60 quarts of milk per day, which was being manufactured into cheese for winter use. Under their management much better results should be obtained this present year.

Distribution.—In August last 118 head of deer were given to Mr. W. T. Lopp, in charge of the mission of the American Missionary Association at Cape Prince of Wales, for the use of that station. (Appendix, p. 81.) This is the commencement of the policy of the Government to secure the active cooperation and assistance of all the missionaries in Alaska.

The missionaries being the most intelligent and disinterested friends of the natives, the Government naturally looks to them as the best agents through whom to reach them. From their position and work, having learned the character and needs of the people, they are best fitted to wisely plan and carry out methods for transferring the ownership of the deer from the Government to the natives in such a manner as will best facilitate the reindeer industry.

The Government further realizes the fact that the natives who most completely come under mission influence, civilization, and education are the coming men of affairs among their own people, and therefore are the best men to lead in a new movement.

At an early day herds will be turned over to the Episcopalian, Presbyterian, Roman Catholic, Moravian, Methodist, and Swedish mission stations.

I have also perfected arrangements by which on January 1, 1895, a herd of 100 should be loaned to Antesilook, Iziksie, Koktowak, Iupuk, and Soovawhasie (natives) for five years, at the expiration of which time they are to return 100 head of deer to the Government, and retain the increase for themselves. (Appendix, p. 84.) This herd will be located about a day's journey south of the Teller Station, and will be under the general supervision of the Government superintendent. The natives will be accompanied and assisted by a family of Lapps.

The progress of this latter herd will be watched with special interest.

Caribou.—A large herd of wild reindeer exists from 600 to 700 miles inland, in the neighborhood of Fort Yukon, Porcupine River, and the Lower Mackenzie River. In small bands they are found within 100 miles of the coast, and extending from the Arctic south to the Alaskan peninsula. They are not accessible, however, to large numbers of the people, and it is much easier, speedier, and cheaper to procure those that have come down through generations of taming, than to attempt to catch and tame the wild ones.

REINDEER AT UNALASKA.

In 1891 sixteen head of reindeer were purchased to disprove the assertions that the Siberians would not sell, and to prove by actual trial that the reindeer could be successfully transported by sea. No arrangements at the time having been perfected for herding them, they were turned loose upon the islands of Unalaska and Amaknak in Unalaska Harbor, where, uncared for, they have maintained themselves from that time to the present. Last winter four of the herd on Amaknak Island walked out on a ledge of snow which overhung a precipice, and the ledge breaking off under their weight, they were killed on the rocks below.

STOCKING THE ALEUTIAN ISLANDS.

The success of the reindeer on the islands of Unalaska and Amaknak suggests the wisdom of stocking the whole Aleutian group. This remarkable chain of islands reaches out from the mainland of Alaska

1,000 miles toward Asia. It is composed of many islands sufficient in area and pasturage to maintain large herds of reindeer. The scattered Aleutian population, in the past supported by sea-otter hunting, are now being reduced to want by the disappearance and destruction of the otter. The introduction of reindeer would be to them a new and valuable source of food supply.

Again, between the islands are the passes which lead from the Pacific Ocean to Bering Sea and the Arctic. On the 11th of May, 1894, the whaling bark *James Allen*, attempting to sail through, struck a sunken reef off the east end of Amliak Island and went down, the crew taking to their boats. Twenty-five persons were drowned or died from exposure. And when, on June 14, Captain Healy, of the *Bear*, took the last nine survivors off of Unnak Island, they were found eating the dead body of a companion who had died two weeks previous. If those islands had been supplied with reindeer much of this starvation and loss of life could have been prevented. In view of the importance of increasing the food supply throughout that desolate region, I would recommend that early steps be taken to turn loose a few reindeer upon the principal islands of the Aleutian group and the larger islands of the Bering Sea.

REINDEER TRANSPORTATION.

From year to year increasing numbers of the whalers are wintering at Herschell Island, off the Arctic coast, northwest from the mouth of the Mackenzie River. Millions of dollars of capital are invested in these vessels and their outfits. If their owners in San Francisco, Cal., and New Bedford, Mass., could hear from them during the winter, it might make a difference of thousands of dollars in the supplies sent the following spring. With the general introduction of domestic reindeer throughout Arctic Alaska, it will be entirely feasible to send the mail from the whaling fleet, between four and five hundred miles across, to the mining settlements on the upper Yukon River, from the mining settlements, over the range, 850 miles, to southeast Alaska and civilization. The Postmaster-General is already arranging for a mail service to the Yukon mines.

During last summer unusually rich placer mines were discovered in the Yukon country, and with the large number of men in the United States out of employment, it is probable that increasing numbers will find their way to the Alaska mines. But a large number of miners cannot be maintained in that barren country without increased facilities for taking in food supplies. Two river steamers make two round trips a season upon the Yukon for a distance of about 2,000 miles. But these steamers can not ascend the tributaries of that mighty river, and it is upon the tributaries that the rich mines, so far as known, are situated. The river steamers land their supplies at trading posts at the mouths of these tributaries, and then the difficult question presents itself of getting the supplies to the mines. They can partly be taken on dog sleds, and partly packed upon the backs of Indians. The latter is very expensive and the former insufficient. There are not dogs enough in the country to take in an ample supply. Hence the miners are clamorous that reindeer should be secured in larger numbers so that they can have some for transportation purposes.

Again, at intervals of from 200 to 500 miles Government schools and missionary stations are distributed along the coast from Point Barrow southward, and in the valleys of the great rivers. It is important to the greater efficiency of these stations that they have more frequent communication with the outside world than once a year, as at present. It is also an act of common humanity to bring them more closely in touch and sympathy with their friends. This can be done with the general introduction of the domestic reindeer.

At Point Barrow there is a Presbyterian mission and school, a Government refuge station, and two shore whaling stations in charge of

white men. From Point Barrow a reindeer express can carry the mail 360 to 400 miles down the coast to Point Hope. At Point Hope is an Episcopal mission and school and two shore whaling stations. From Point Hope the express would go southeast 420 to 500 miles to Nulato, on the Yukon River.

Commencing another line at Bering Straits it would convey the mail from the Congregational mission at Cape Prince of Wales, the Government reindeer station Port Clarence, and the Swedish mission at Golovin Bay to Nulato. From Nulato the express could go southward,

THE REINDEER IN ALASKA.

New York Sun Oct 25, 1896
SUCCESS OF THE REV. SHELDON JACKSON'S PLAN.

More Than 1,000 Head of the Animals Now Thriving in Alaska—Their Value to the Natives—A Great Demand for Reindeer Among the Yukon Miners.

TACOMA, Oct 24.—The Rev. Sheldon Jackson, whom the United States employs as a general agent of education in Alaska, has just arrived from the north, and has a good deal to say about the progress of his experiment in introducing reindeer from Siberia and Alaska. Alaska now has more than 1,000 head of reindeer, and the herd is increasing at the rate of 60 per cent. a year.

"I left Sitka June 1 on the revenue cutter *Bear*," said he, "and have been aboard the *Bear* most of the time since. We cruised in Behring Sea, and in the Arctic Ocean as far north as Point Barrow, the northernmost point in that country. The season has been unusually inclement, whalers stating that the ice remained later this year than for many years past. It was not until the latter part of July that the *Bear* was able to reach the reindeer station at Point Barrow on account of the ice. The *Bear* made four attempts to get through the immense ice floes, and finally had to tie up within five miles of the station to an ice floe that was six miles long and two miles wide and had grounded there in October of last year. One whaler was crushed by the ice and wrecked, the crew being brought down by the *Bear*. The steamer *Jennie*, which acts as a tender for the whaling fleet, was crushed in by the ice floes, but managed, with the aid of her pumps, to keep afloat until the necessary repairs could be made.

"I am pleased to say that the experiment of bringing reindeer from Siberia and colonizing them in Alaska had proven a great success. The reindeer are distributed at four stations, at Cape Prince of Wales, at Point Barrow, at Cape Nome, and at Galovin Bay. These herds now aggregate 1,091 head, of which number 337 were born last spring. The herds are in splendid condition, being fat and sleek as it is possible for them to be. They are increasing at the rate of 60 per cent. a year. Sixty of the reindeer have been trained to drive to harness, and are able to haul a big load. They are used to haul supplies to the several stations.

"In order to encourage the native herders a few of the reindeer have been given to them, and now between seventy-five and eighty are owned by natives. The natives take a deep interest in the animals, and those who own three or four head are looked upon by the other natives as plutocrats.

"The object sought in introducing these useful animals into Alaska was to give the natives a permanent food supply and a better method of transportation than that afforded by dogs. The white hunters have killed off the seals and fur-bearing animals, and the result is that the natives were reduced to a state of starvation, which was not the case previous to the advent of the white man. The natives greatly appreciate the reindeer and guard them as closely as a white banker does the deposits in his bank.

"The influx of white miners into the basin of the mighty Yukon River has created a demand for reindeer for hauling freights to points adjacent to the river. Now the miners, in most instances, have to leave the mines in the winter because it is next to impossible to get supplies to where they are wresting the precious metal from the frozen earth. This would not be the case were it possible to get reindeer to haul provisions and supplies. I have received a number of letters from Yukon miners asking whether it was possible to let them have a few of the reindeer for freighting purposes. While I would greatly like to accommodate them, I find under existing conditions that I cannot do so. I expect, however, to be able to supply the demand in about three years.

"If Congress would give a good big appropriation immediately, I think the demand could be supplied much sooner. The supply will have to be large enough so that the miners can dispense entirely with dogs. You see, the dogs attack and kill the reindeer, and, therefore, it will not do to put the deer in any section until the dogs have been got rid of. Another fault of the dogs is the fact that you have to carry provisions for them to consume during journeys, and this cuts down the quantity of freight to be transported during a long trip considerably. One firm in Chicago put up tons of dog food this summer, which is to be used by Alaska dogs during the coming winter. The food is the lard and refuse meat from the packing establishments of Chicago, and is put up in three-gallon cans. Reindeer, on the other hand, live on the moss and vegetation that grow so prolifically in Alaska, and there is no necessity for carrying food for them, and hence they are much more valuable for transportation purposes than dogs. The reindeer is about the only ruminant that can stand the intense cold of Alaska and live upon the vegetation peculiar to that country."

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"I am going to try to get an appropriation of \$25,000 from Congress this year that I may be able to import another big band of reindeer into Alaska. With that sum I could import from 1,500 to 2,000 head, and would soon have enough to furnish the Yukon miners with all they need."

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POSSIBLE MAIL ROUTES.

taking in a large number of mission stations and trading posts, across the Alaskan peninsula to Katmai on Shelikoff Straits, where it could connect by steamship with San Francisco. From Nulato to Katmai would be, approximately, 850 to 900 miles.

But as the Post-Office Department will first open mail communications with the mining camps on the upper Yukon, it will be more feasible for the present to run the reindeer express up the Yukon River to the mining settlements, and connect the southwestern settlements with this trunk line. At Nushagak (Carmel) on Bristol Bay, southwestern Alaska, is a Moravian mission and school, a Russo-Greek mission, and several large salmon canneries. Starting at Carmel the express can carry the mail via the Moravian station at Quinehaha and the salmon canneries in the vicinity of Bethel, 400 miles. At Bethel is a Moravian mission school and trading place. From Bethel up the Kuskokwim River via Moravian mission Ogavigamute, the Russo-Greek mission Oogovigamute, the Roman Catholic mission, Okhagamute, thence across to the Russo-Greek mission at Ikogmute on the Yukon River, up the Yukon River to the Roman Catholic mission at Koserefski, the Episcopal mission at Anvik, the Russo-Greek mission and seaport trading place at St. Michael, and the Swedish mission at Unalaklik to Nulato, about 500 miles from Bethel. At Nulato the branch lines from Point Barrow, Cape Prince of Wales, and Carmel unite in a trunk line up the Yukon River to St. James Mission (Episcopal) 200 miles.

In the future, if found necessary, a route can be had up the Tanana River, across to the Copper River and down the Copper to Nutchek, on an island in Prince William Sound. But for some years to come there will be no need to go that way.

Continuing up the Yukon River from St. James Mission the route would lead to Fort Yukon (250 miles), where it would be joined by the branch line from the whaling fleet (400 miles); from thence to Buxton in the mines (200 miles), where it would connect with the mail to Haines and southeast Alaska (770 miles). The trunk line with its several branches would number 4,000 miles. To Katmai and Nutchek would add 900 to 1,000 additional miles.

The United States Coast and Geodetic Survey has furnished an excellent sketch map of the vicinity of the Teller Reindeer Station and of these proposed routes, both of which are included in this report.

To make this express possible it is essential that the reindeer shall be widely distributed throughout all northern Alaska, and to accomplish this in the near future will require some more rapid method of



Freighting with Reindeer. (Eskimo Drawing)

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"THE MIDNIGHT CALL," BY SIR EDWIN LANDSEER.
The Most Popular Picture in the World.



WHALE ON THE ICE, POINT BARROW, ALASKA.

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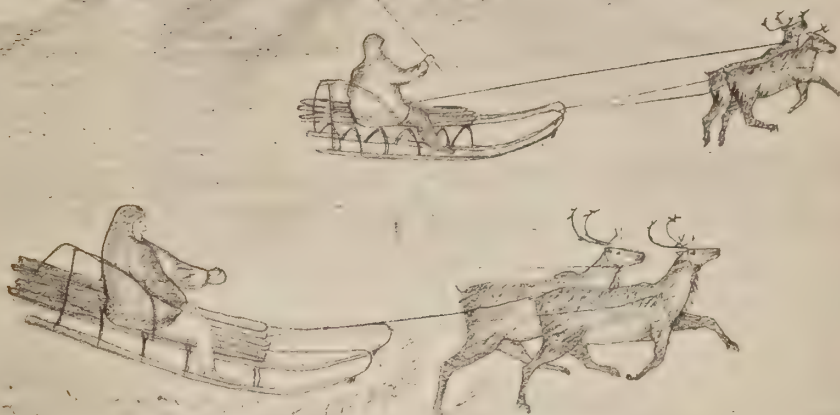
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Travelling with Reindeer. (Eskimo Drawing)



Teller Reindeer Station in Winter (Eskimo Drawing)

TELLER REINDEER STATION IN WINTER.

securing the animals.

A purchase station in Siberia.—The experience of the past three years has demonstrated the fact that the present system of purchasing deer is too slow and tedious. The season when the ice conditions are favorable on the coast of Siberia is usually confined to about six weeks in July and August. The ship visits a village in the neighborhood of a small herd, and sometimes a week is consumed in securing a load. As a result, notwithstanding constant diligence during the few weeks that could be devoted to it by the cutter *Bear*, we only succeeded in purchasing, in 1892, 171; in 1893, 124, and in 1894, 120 head of deer. At this rate of increase it will take many years to accomplish the purposes of the Government. What is now necessary is some method by which the deer can be procured in large numbers. If, instead of delaying the ship while tedious negotiations are pending, some one could be sent on in advance to make the purchases and have the animals gathered

ready for shipment, it would greatly facilitate matters. Instead of transporting 100 or 200 head a season, there is no reason why 1,000 should not be secured.

Last season a movement was made in this direction by Captain Healy detaching Lieut. C. M. White and a seaman and sending them up the coast to negotiate for deer. This experiment was not very successful. Although Lieutenant White secured the promise of a large number, yet when a ship came along to collect them, many of the owners backed down and failed to deliver according to promise.

I think, however, that if, with the consent of the Russian Government, a party could be placed on the Siberian coast in the fall with a supply of trade goods, and left through the winter to barter with the deer men, a large number of animals could be secured.

With a supply store within reach, the deer men would come as often as their necessities required, and in the place of money (of which they have no knowledge) barter deer in exchange for supplies. As the deer came in from time to time they could be made into a station herd, and Siberians employed to herd them. The following summer, being gathered into one place, the ship would have nothing to do but to transport them, which could be easily done. Such a course might not meet expectations, but in the absence of some better plan I would like to see it tried, and therefore respectfully recommend it to your favorable consideration.

Columbian Exposition.—The reindeer exhibit made by the Bureau of Education was awarded a diploma by the World's Columbian Exposition at Chicago. (Appendix, p. 84.) In this connection I have placed in the Appendix the official report on reindeer made by Dr. S. S. Lofstrom, actuary of the royal Swedish statistical central bureau, World's Columbian Exposition, 1893. (Appendix, p. 93.)

Monograph on the caribou.—Last year it was my privilege to furnish a valuable monograph by the Hon. Rasmus B. Anderson upon the domestic reindeer of the world. This year I am equally fortunate in securing a monograph on the wild reindeer or caribou, from the pen of Mr. Charles Hallock, M. A., M. B. S., ex-editor of Forest and Stream. (Appendix, p. 86.)

ITINERARY.

Leaving Washington City on the 16th of April, I reached San Francisco on the 24th. After arranging for the transportation of the Lapp colony to the reindeer station in Alaska, and also of the supplies for that station, I left San Francisco on the evening of the 25th and joined the United States revenue cutter *Bear* at Seattle, Wash., on the 28th. Under instructions from Washington, the *Bear* got underway for Sitka on the 5th of May. The trip up the coast was a rough and stormy one; snow squalls were encountered almost every day. On the morning of May 10, off Dixon's Entrance, in a driving snowstorm, the gale became so severe as to split the fore-staysail, carry away the grips of the third cutter, and deluge the galley with water. At the same time the wheel ropes parted and the ship had to lay to; the sea was so rough that no attempt was made to set the table in the captain's cabin, but we took our meals in our hands in the pilot house as best we could.

Dixon's Entrance was named for Capt. George Dixon, commanding the English ship *Queen Charlotte*, which visited this region between 1775-76. The straits, however, had been discovered by Capt. Juan Perez, of the Spanish expedition of 1774. The first white man to navigate these waters was Captain Douglass, in the *Iphigenia*, in 1789. These waters mark the boundary line between British Columbia and Alaska. Crossing the mouth of Dixon's Entrance we were again in American waters—in Alaska, the region of the celebrated exploring expeditions of a century ago.

In 1741 Vitus Bering, in the *St. Peter*, reached as far eastward along the coast of Alaska as Kayak Island, and looked upon the glories of Mount St. Elias. The same season, his second in command, Alexei Chirikof, in the *St. Paul*, reached the region of Sitka and Cape Prince of Wales Island. The discoveries of Bering and Chirikof, together with their report of the abundance of furs, set the merchants of Siberia wild with excitement. As in later days there was a rush to the newly-discovered gold fields of California, so in Siberia more than sixty companies were organized to gather in the harvest of furs. Unwilling to await the proper construction of seagoing vessels, flatboats and small schooners were hastily constructed of hewn planks lashed together with

THE REINDEER IN ALASKA.

W. J. Jackson, Jan. 10, 1897.
IMPORTANCE OF DR. JACKSON'S
IDEA TO MINERS.

Present Difficulties of Carrying Supplies to the White Miners in the Yukon Region—Commercial Value of the Reindeer—The Domestication of the Reindeer in Alaska.

WASHINGTON, Jan. 9.—The Rev. Sheldon Jackson of the Bureau of Education has returned to Washington from Alaska, where he has general superintendence of schools together with quasi-official superintendence of the reindeer stations which are being gradually established in that country. It has been almost entirely through his efforts that the requisite aid has been obtained from Congress for establishing the stations and obtaining the reindeer from Siberia. In 1890, while travelling through Alaska on one of his annual tours of inspection, Dr. Jackson became convinced of the necessity of taking steps to prevent the extermination of the Eskimo by starvation and disease. After a thorough investigation he decided that the only way to avoid the deplorable condition which confronted the Tlingit race was to import and domesticate the Siberian reindeer. Upon his return to Washington he immediately put into operation his plan, which was to establish the first reindeer station under the charge of Laplanders skilled in the care of the animals. Under these Laplanders were to be placed Eskimo apprentices until the assistants learned the business, when they were to have the superintendence of herds at other and remote places.

Although Dr. Jackson has not succeeded in getting as large an appropriation for this purpose from Congress as he thinks is really necessary for carrying on the work, the amount granted last year was \$5,000 in excess of that appropriated the year before, and on the tour of investigation, from which he has just returned, Dr. Jackson was very much encouraged by the progress which has been made at the various reindeer stations. With the increased appropriation this year, which he has every reason to expect will be made, the work can be continued on a larger scale and the good which has been done among the natives in the immediate vicinity of the reindeer stations can be carried still further afield. Unfortunately this year the revenue cutter *Bear*, upon which they have relied in the past for the transportation of the Siberian reindeer has had so many other duties in connection with the revenue service that she was not available for this work and the matter was intrusted partly to private enterprise. Arrangements were made with Minor W. Bruce to purchase deer on the Siberian coast and deliver them to the Government at so much a head on the Alaskan shore. Through a combination of circumstances he failed to carry out his contract, and the result was that no deer were purchased this season. Dr. Jackson considers it just as well that this attempt to procure deer through private persons has failed. Russia, having through her Minister here given permission to the United States to purchase reindeer in Siberia, would naturally expect the agents of the United States to be responsible men. The Secretary of State has recently communicated with the Czar of Russia, requesting permission for the Bureau of Education to station a purchasing agent with one or two herdsmen at some suitable point on the coast of Siberia adjacent to Alaska. It is presumed that this request will be granted, and this year the Bureau of Education will probably be able to send its own agents into the field.

Herds of reindeer are now located at five places in Arctic Alaska: Port Clarence, the main station, under the management of a superintendent appointed by the Bureau of Education; Cape Prince of Wales, a mission of the Congregational Church; Cape Nome, in charge of three experienced native Alaskan apprentices; the Swedish mission at Golovin Bay, and St. James's Episcopal mission on the Yukon. The number of reindeer at these stations is now 1,100 head. At the main station, called the Teller station, during the year twenty-two deer were broken to harness, making in all fifty-two sled deer in the herd, and much time was given to the training of these deer for freighting and travelling purposes. In the general plan

or distribution it has been the purpose to supply the mission stations in the order of their proximity to the central herd. Some little difficulty was experienced with the natives, among whom the report was current that only the whites were to receive any benefit from the reindeer. It was hard to disabuse their minds of this notion, and this was finally accomplished only by lending several of the more advanced of the native herders about 100 head of deer. Many natives are now coming into possession of reindeer of their own, and they take great pride in their care. In the future it is proposed that from two central herding stations, one at Port Clarence, near Behring's Strait, and another on the Kuskokwim River, north of Bristol Bay, herds of 100 deer with native herders shall be distributed to the various mission stations. A continuous line of herds will then be placed for the entire distance to the important station at St. Michael's, near the mouth of the Yukon River. A line of stations might also be established along the Yukon to the gold station at Forty-Mile Creek. If two herds of 1,500 each could be established at the two main distributing points, experience shows that the annual increase of the herd, if well cared for, would furnish three herds of 200 each year.

There is much that is interesting in regard to the plan of reaching the Yukon gold district by means of reindeer. During the past season the influx of miners into the Yukon region has produced a very urgent call for reindeer for freighting purposes. In the original plan for the purchase and distribution of reindeer, reference was mainly had to securing a new food supply for the famishing Eskimos, but it is now found that the reindeer are as essential to the white man as to the Eskimo. The placer mines of the Yukon region are from twenty-five to one hundred miles from the Yukon River. The provisions brought from the south by the five steamers now in that region and landed upon the banks of the river are transported with great difficulty to the mines. So great was the extremity last winter that mongrel Indian dogs cost from \$100 to \$200 each for transportation purposes, and the freight charges from the river to the mines, thirty miles distant, ranged from fifteen to twenty cents a pound. The difficulty experienced in providing the miners with the necessaries of life has demonstrated the necessity of reindeer transportation. Back from the rivers in Alaska there are no roads and, to a great extent, no transportation facilities whatever. In the limited travelling of the past dogs have been used, but dog teams are slow and must be burdened with the food for their own maintenance. This food is now put up in cans in large quantities by several Chicago houses, and consists of the refuse meat from the slaughter houses prepared in a way which preserves it. Although this food is not so expensive as other meats, the cost is high when immense freighting charges must be paid by the miners. On the other hand, trained reindeer will make in a day two or three times the distance covered by a dog team, and at the end can be turned loose to gather their support from the moss, which is always accessible.

This need of transportation facilities to the Yukon gold region is of the most urgent nature. Dr. Jackson, on his recent trip in the revenue steamer Bear, met at the mouth of the Yukon River a number of persons who had been brought on the steamer Arctic down the Yukon from the gold fields. Among them were the Rev. and Mrs. T. H. Canham, Miss MacDonald, and Mrs. Rompas, all of the Church of England Missions. Circle City, they said, was progressing rapidly. A corner lot, fifty feet front and one hundred feet deep, sold just before they left for \$2,500 in gold; another lot, thirty feet front and fifty feet deep, with an uncompleted two-story building, sold for \$7,000 in gold. Half the buildings in the place are saloons, and liquor costs 50 cents a drink. This summer there were 1,150 inhabitants. There are about forty white women in the district. Last winter the thermometer registered at 5 P. M. 66° below zero for three weeks at a time. At the Mastodon mines the temperature last winter got as low as 70° below zero, and this summer it rose to 103° above zero. In spite of the great hardships which attend life in the Yukon River region small settlements are springing up rapidly, and the total population of the region is said to be about 4,000 white miners and 10,000 natives. To communicate with all of the different settlements and carry supplies to prospectors in outlying regions, Indian dogs are most inefficient, and not until reindeer have been introduced for this purpose in large numbers will these miners have more than the barest necessities of life.

Dr. Jackson says that there are in northern and central Alaska, at a moderate estimate, about four hundred thousand square miles of territory unadapted to agriculture or the grazing of cattle, and without an adequate food supply even for the Eskimo inhabitants. That whole region, however, is supplied with the long fibrous white moss which is the natural food of the reindeer, and this moss is capable of furnishing food and clothing for men only by its transformation into reindeer meat and furs. Taking the statistics of Norway and Sweden as a basis, Arctic and sub-Arctic Alaska could support 9,000,000 reindeer, furnishing a supply of food and clothing and means of transportation to a population of a quarter of a million. The value of these reindeer at the price of \$9 each, which is that of Sweden, would be to this Government over \$80,000,000.

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Painted for OUTING by Hermann Simon.

See article "Caribou Hunting in Quebec." (p. 217.)

A ROYAL QUARRY.

rawhide thongs—vessels that would float in fair weather, but were unable to hold together in storms. In these frail crafts expedition after expedition followed one another in rapid succession, and the half of them were lost, but those that did return in safety with a fair cargo divided profits of from \$1,500 to \$3,000 per man.

In the eager search for furs new sections were visited, until the whole southern coast from Attou to Sitka became known. Among these early adventurers were Capt. Emilian Bassof, 1743 (the first white man to land on the island of Attou); Mikhail Nevodchikof, 1745; Andrei Tolstykh, 1747; Nicofor Trapeznikof, 1749; Emilian Yugof, 1750; Peter Bashnakf, Feodor Kholodilof, and Simeon Krassilnikof, 1753; Radion Durnef, 1755; Andrei Tolfstykh, 1756; Ivan Shilkin, 1757; Stepan Glotlof, Demetri Paikof, 1758; Gerassim Pribylof, Grigor Shelikof, Alexander Baranof, Lastochkin Lebedef, Ferdinand P. Wrangell, and hundreds of others of lesser note. These trading expeditions were supplemented by explorations under the auspices of the Russian Government and Russian-American companies.

In 1778 the *Trekh Sviatiteli*, in command of Masters Ismailof and Bocharof of the Imperial navy, was dispatched by Shelikof in search of new lands to the eastward of Kadiak. Capt. Joseph Billings, commanding the *Slava Rossie* (*Glory of Russia*), was sent in 1790 on a secret "Astronomical and geographical expedition for navigating the frozen sea, describing its coasts and ascertaining the situation of the

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lands in the seas between the two continents of Asia and America."

On the 7th of August, 1803, Lieutenant Krusenstern, in the *Nadeshda* and Uri Lisiansky, in the *Neva*, sailed from Kronstadt with a party of scientists (among them being the naturalist, Langsdorf), a force of shipwrights and skilled workmen for shipbuilding, supplies of charts, instruments, and nautical works. In April, 1804, the two ships rounded Cape Horn. In June they visited the Sandwich Islands, where they separated, the *Nadeshda* proceeding to Petropavlovsk in Kamchatka and Captain Lisiansky in the *Neva* continuing on to Alaska, arriving at Kadiak on the 13th of July, 1804, the first Russian expedition to visit Alaska around Cape Horn.

Otto von Kotzebue, commanding the brig *Rurik*, sailed from Petropavlovsk in the summer of 1816 in search of a "Northwest passage." He was accompanied by the scientists, Chamisso and Wormskloid, Dr. Escholtz, and Artist Choris. Passing through Bering Straits and discovering a large inlet to the eastward, he rejoiced to believe that he had found the long-looked-for passage. On August 1, 1816, he entered the new sound with the *Rurik* only to find a few days later his mistake.

In 1822 Captains Khrumchenco and Etholin, and Master Vassilaief, in the brig *Golovnin*, and schooner *Baranof*, made a detailed survey of the Alaska coast of Bering Sea from Bristol Bay to the mouth of the Kuskowim, and from St. Michael to Golovin Sound.

In 1827 Capt. Feodor P. Lütke, by directions of the Russian Government, made a careful survey of the northern coast of the Aliaska peninsula.

In 1828 Captain Hagemeister, in the *Krotky*, and Captain Staninkovich, in the *Möller*, made important surveys on the coast of Bering Sea.

In 1829 Master Vassilaief, accompanied by Alexander Kolmakof, a creole, crossed the Aliaska peninsula from Shelikof Straits via the lakes to the Kuskokwim River. During this expedition Kolmakof selected the site of a trading post, which was built in 1831, and in 1841 a redoubt named after him was built near the junction of the Kuskokwim and Kvigin rivers.

In 1830 Midshipman Etholin was placed in command of the brig *Chicago* and sent to explore Norton Bay, Sledge, King, and St. Lawrence islands. Upon his return he advised the establishment of a station on Stuart Island (St. Michael).

In 1833 Lieutenant Tebenkof was sent in the sloop *Ourupa* to establish a trading post on Norton Sound and make explorations inland. The new post was named Mikhaelovsk. The inland explorations were committed to Andrei Glazanof, a creole. The party, with three native guides, and two sleds, each drawn by five dogs, set out on the 30th of December, 1833, and after great hardships reached as far as Anvik on the Yukon River, and Painagamute on the Kuskokwim River.

In 1838 Alexander Kashevarof, a Kadiak creole, was sent to explore the Arctic coast. Being landed from the brig *Polyfem*, he continued northward in five three-holed bidarkas, reaching within 100 miles of Cape Beechey. The same year Vassili Malakhof explored the Yukon as far north as Nulato, where he built a block house. In 1842 Lieutenant Zagoskin, of the Imperial navy, explored the Kuskokwim and Yukon rivers and their tributaries.

The rapid extension of the Russian occupation of the American coast from 1743 to 1800 attracted the attention and excited the jealousy of other European nations, and especially of Spain, who looked upon Russian encroachments in the north as imperiling her interest in California. Consequently, in 1774, Capt. Juan Perez, commanding the *Santiago*, was ordered to cruise on the North Pacific coast and take possession of new lands in the name of Spain. He reached as far north as Dixon's Entrance. The next year he was followed by Lieut. Juan Francisco de Bodega y Quadra in the *Senora*, reaching the Cross Sound. On the shores of Salisbury and Bucarelli sounds wooden crosses were erected as notification of Spanish claims.

In 1779 Lieut. Ignacio Artega, commanding the *Princesa* and *Favorita*, under orders from Spain, sailed from San Blas February 11, and went westward as far as Cook's Inlet, at Nuchek, taking formal possession of the country.

In 1791 Alejandro Malaspina, commanding the corvettes *Descubierta* and the *Atrevida*, sailed May 1 from Acapulco for Prince William

the vast and almost inaccessible regions to white settlers and civilization. It means also the opening of a vast commercial industry. Lapland, with 400,000 reindeer, supplies the grocery stores of northern Europe with smoked reindeer hams at 10 cents a pound, with smoked tongues at 10 cents each, with dried hides at from \$1.25 to \$1.75 each, with tanned hides at from \$2 to \$3 each, and with 23,000 carcasses to the butcher shops. In addition to what is consumed by the Laps themselves. Fresh reindeer meat is considered a great delicacy, and Russia exports it frozen in car loads to Germany. The tanned skins and hair are of great value commercially, and the best glue made to-day comes from reindeer horns. On the same basis Alaska, with its capacity for 9,000,000 head of reindeer, could supply the markets of America with 500,000 carcasses annually, tons of hams and tongues, and the finest of leather. As has been stated, the first object of the domestication of the reindeer was to provide a source of food for the Eskimos. It will mean in addition, Dr. Jackson says, their perpetuation, multiplication, and civilization. Their children learn readily in the schools, and there is no reason why they should not be made an important factor in the development of that land.

REINDEER AND RELIGION.

N.Y. Times Jan 10, 1897

Peculiar Phases of Mission Work in Remote Regions.

An interesting feature of the efforts of Christian missionaries to obtain a substantial foothold among the Eskimos in Alaska is the establishment of a reindeer farm. Such a farm is in charge of the missionary sent by the American Missionary Association to Cape Prince of Wales in Alaska. A score or more native reindeer were herded at that point when the mission was started, a few years ago, and the herd has grown steadily. As these reindeer increase in number they furnish supplies of food as well as method of transportation to the Eskimos.

It is calculated that systematic use of the reindeer by the Eskimos, in intercommunication, will not only better the physical condition of these people, but will open up in Alaska new fields of Christian and missionary work. A number of Eskimos have already embraced the Christian religion and are at work zealously trying to convert others of their people. It is chiefly for their uses that the reindeer are trained. The Alaska mission was suspended in 1895 for lack of funds, but in consequence of special appeals from the Eskimos and through the liberality of certain well-to-do men who are interested in that work, the mission was reopened last year.

Another peculiar phase of the work of the American Missionary Association is its civilizing influence among the Indians and the untutored mountaineers in the remote sections of the Rocky Mountain region. There are a number of intelligent and earnest Indian preachers at work in the far West rendering effective aid to the white missionaries. Fifteen Indian churches have been established by the American Association, with a membership of 929, and there are 21 schools with an attendance of 520. In addition to this work there are 20 Indian missionary outstations in almost inaccessible regions. Where the missionaries have been laboring for several years in certain sections, they are able to report that the old tribal feeling and relationship among the Indians is rapidly passing away and each individual Indian is becoming more and more interested in his own advancement as a citizen. The desire to build and occupy his own cottage home increases with the red man, in proportion to the growth of his interest in the Christian missions and churches.

THE REINDEER IN ALASKA.

N.Y. Sun Jan 10, 1897.

IMPORTANCE OF DR. JACKSON'S IDEA TO MINERS.

Present Difficulties of Carrying Supplies to the White Miners in the Yukon Region—Commercial Value of the Reindeer—The Domestication of the Reindeer in Alaska.

WASHINGTON, Jan. 9.—The Rev. Sheldon Jackson of the Bureau of Education has returned to Washington from Alaska, where he has general superintendence of schools together with quasi-official superintendence of the reindeer stations which are being gradually established in that country. It has been almost entirely through his efforts that the requisite aid has been obtained from Congress for establishing the stations and obtaining the reindeer from Siberia. In 1890, while travelling through

Alaska on one of his annual tours of inspection, Dr. Jackson became convinced of the necessity of taking steps to prevent the extermination of the Eskimo by starvation and disease. After a thorough investigation he decided that the only way to avoid the deplorable condition which confronted the Tlingit race was to import and domesticate the Siberian reindeer. Upon his return to Washington he immediately put into operation his plan, which was to establish the first reindeer station under the charge of Laplanders skilled in the care of the animals. Under these Laplanders were to be placed Eskimo apprentices until the assistants learned the business, when they were to have the superintendence of herds at other and remote places.

Although Dr. Jackson has not succeeded in getting as large an appropriation for this purpose from Congress as he thinks is really necessary for carrying on the work, the amount granted last year was \$5,000 in excess of that appropriated the year before, and on the tour of investigation, from which he has just returned, Dr. Jackson was very much encouraged by the progress which has been made at the various reindeer stations. With the increased appropriation this year, which he has every reason to expect will be made, the work can be continued on a larger scale and the good which has been done among the natives in the immediate vicinity of the reindeer stations can be carried still further afield. Unfortunately this year the revenue cutter Bear, upon which they have relied in the past for the transportation of the Siberian reindeer has had so many other duties in connection with the revenue service that she was not available for this work and the matter was intrusted partly to private enterprise. Arrangements were made with Minor W. Bruce to purchase deer on the Siberian coast and deliver them to the Government at so much a head on the Alaskan shore. Through a combination of circumstances he failed to carry out his contract, and the result was that no deer were purchased this season. Dr. Jackson considers it just as well that this attempt to procure deer through private persons has failed. Russia, having through her Minister here given permission to the United States to purchase reindeer in Siberia, would naturally expect the agents of the United States to be responsible men. The Secretary of State has recently communicated with the Czar of Russia, requesting permission for the Bureau of Education to station a purchasing agent with one or two herdsmen at some suitable point on the coast of Siberia adjacent to Alaska. It is presumed that this request will be granted, and this year the Bureau of Education will probably be able to send its own agents into the field.

Herds of reindeer are now located at five places in Arctic Alaska: Port Clarence, the main station, under the management of a superintendent appointed by the Bureau of Education; Cape Prince of Wales, a mission of the Congregational Church; Cape Nome, in charge of three experienced native Alaskan apprentices; the Swedish mission at Golovin Bay, and St. James's Episcopal mission on the Yukon. The number of reindeer at these stations is now 1,100 head. At the main station, called the Teller station, during the year twenty-two deer were broken to harness, making in all fifty-two sled deer in the herd, and much time was given to the training of these deer for freighting and travelling purposes. In the general plan of distribution it has been the purpose to supply the mission stations in the order of their proximity to the central herd. Some little difficulty was experienced with the natives, among whom the report was current that only the whites were to receive any benefit from the reindeer. It was hard to disabuse their minds of this notion, and this was finally accomplished only by lending several of the more advanced of the native herders about 100 head of deer. Many natives are now coming into possession of reindeer of their own, and they take great pride in their care. In the future it is proposed that from two central herding stations, one at Port Clarence, near Behring's Strait, and another on the Kuskokwim River, north of Bristol Bay, herds of 100 deer with native herders shall be distributed to the various mission stations. A continuous line of herds will then be placed for the entire distance to the important station at St. Michael's, near the mouth of the Yukon River. A line of stations might also be established along the Yukon to the gold station at Forty-Mile Creek. If two herds of 1,500 each could be established at the two main distributing points, experience shows that the annual increase of the herd, if well cared for, would furnish three herds of 200 each year.

Sound in search of the Northwest Passage and new lands for the Crown. In 1788 an expedition in command of Alferez Eslevar Jose Martinez, consisting of the *Fragata Princesa* and the *Paquebot San Carlos*, in command of Pilot Gonzalo Lopez, was sent along the coast to the Aleutian Islands. And in 1790 Lieut. Salvador Fidalgo, in the *Paquebot Filipina*, visited Prince William Sound and Cooks Inlet.

England, then as now, wide awake for colonial extension, followed the example of Spain and sent, in 1778, two years after the second Spanish expedition, Capt. James Cook, commanding the *Resolution* and the *Discovery*, and five years later the *Discovery* and the *Chatham*, in the command of Capt. George Vancouver; then in the present century, in search of Sir John Franklin, the expedition of the ship *Blossom* in 1825-1828, Capt. F. W. Beechey commanding, and in 1836-1842 the expedition of Capt. Edward Belcher.

Supplementing the Government explorations were the English trading expeditions of Capt. George Dixon in the *Queen Charlotte*, and Capt. Nathaniel Poetlock in the *King George* in 1786; Captain Hutchins in the *Prince of Wales* in 1787, and Capt. John Mears in the *Nootka* in 1789.

In 1786 France sent out an expedition consisting of the two frigates, *Astrolabe* and *Boussole*, in command of Capt. J. G. F. de La Perouse, and in 1791 Capt. Etienne Marchand, commanding the *Solide*.

In 1790 the Swedish Government sent to the Aleutian Islands the cruiser *Mercury* in charge of Captain Coxe.

American trading vessels were visiting Alaska prior to 1785, but no Government exploration was undertaken by the United States until Commander John Rogers's expedition around the world in 1854-55, and of the Aleutian Islands in 1856 by the United States schooner *Fenimore Cooper*, in charge of Lieutenant Gibson, United States Navy.

Returning to Dixon's Entrance, the extreme southwestern point of the Alexandrian Archipelago, which we are entering, is Cape Mazon, near to which, on Kaigahnee Straits, is Jackson, a mission station of the Presbyterian Church to the Haidai tribe. Here in 1881 I established a mission school with Mr. J. E. Chapman as lay teacher. In 1882 he was replaced by Rev. J. Loomis Gould and family, who have faithfully held the fort until the present. Mr. Gould has built up a church of ninety members, and Mrs. A. R. McFarland, under the auspices of the Woman's Executive Committee of Home Missions, a mission home. The day school established by the church in 1881 was, in 1885, turned over to the Government.

Steaming northward along the bleak and snow-covered mountains of Prince of Wales Island, we pass the small outlying Forrester Island, named in 1774 by Perez as Santa Christina, and by Cuadra as San Blas. Wolf Rock Island and Cape Bartolome are reached all unseen in the storm, and we are off Bucareli, which, with Kasaan Bay, almost cuts Prince of Wales Island in two. This large sound seems to have been a favorite with the early Spanish exploring parties. On the 24th of August, 1775, the expedition under Cuadra, being greatly impressed with the location and character of the sound, sent a party on shore, who, after erecting a large wooden cross and celebrating a solemn high mass, took possession for Spain with waving banners and discharge of musketry. The waters were called Bucareli Sound.

In 1779 Lieutenant Artaga visited the sound and repeated the solemnities of taking possession. In connection with Cuadra, who was second in command, they made a complete survey of the sound, which survey is the best that has thus far been made. This accounts for the Spanish nomenclature on the charts. The next visit of the Spanish was in 1792, when Lieut. Jacinto Caamano in the frigate *Aranzazu*, came searching for the Northwest Passage.

In the northeast corner of the sound is the small fishing station of Klawak. Here in 1886 I established a school with Rev. L. W. Currie as teacher. The first winter the school was kept at the native village of Tuxikan in a native house, Mr. Currie and family occupying a portion of the room curtained off with drilling, the owner another portion, and the school and church the center. The following summer they removed to Klawak, where a school and teacher's residence were built.

Passing along the seaward side of Iphigenia Bay at 11.20 a. m., we were off Coronation Island. We were also off the mouth of Sumner Straits, at the eastern end of which is the village of Fort Wrangell with its Government school and Presbyterian mission. Passing Chris-

tina Sound and the Hazy Islands, we were soon abreast of Cape Ommaney, the southernmost point of Baranof Island. This island is about 85 miles from north to south, and about 20 miles wide. At 7.30 a. m. we made Biorka Island, at the southern mouth of Sitka Sound. At 11.50, it being too foggy to attempt to make the harbor, the steamer stood off and on until morning. At 1.30 a. m. the *Bear* stood in for Sitka Sound, and at 3.20 a. m. hauled up between Cape Edgecumbe and Biorka Island.

Cape Edgecumbe is the southwestern point of Kruzof Island. This point is noted for the extinct volcano of Edgecumbe at its southern end. See Professor Libby's account and Findlay's *Alaska Directory*, pp. 52, 53). Cuadra in 1775 named the cape Cabo de Engano, and the mountain San Jacinto. These names were changed in 1778 by Captain Dixon to the present name of Edgecumbe. The Tchinkitane of the natives, the Baya de Gaudalupa of the Spaniards, and the Norfolk Sound of Captain Dixon is now known as Sitka Sound.

Just over Biorka, to the eastward a few miles, is a group of hot and cold sulphur and iron springs. The waters are impregnated with sulphur, iron, manganese, and chlorine, 97 per cent being sulphur. During the Russian occupation a small hospital was established and maintained at the springs for the treatment of skin diseases.

At 5 a. m. we were off Vitskari Island, and at 6.25 a. m. dropped anchor in Sitka Harbor in front of the Presbyterian mission. The harbor of Sitka, with its large number of islands and islets, is one of surpassing beauty, and forms one of the most picturesque and attractive locations for a town in the United States.

In the closing years of the eighteenth century, it being found that the fur-bearing animals of western Alaska were rapidly decreasing in number, the attention of Baranof was directed to the new sources of supply in southeastern Alaska. About the same time the Hudson Bay Company was extending its operations eastward across the continent to the coast, and American ships had found out the profitable fur trade of the same region. Baranof, to extend his trade, hedge off the English, and place himself in easy communication with the American vessels, from whom he could procure breadstuffs and other supplies, determined to establish a settlement in the Alexander Archipelago. After a long period of preparation he set sail on the 10th of April, 1799, from Kadiak in the brig *Elizaveta* and sloop *Konstantin* with 22 Russians and from 500 to 600 Aleuts, with 200 canoes. At Nutchek he was joined by Kuskof with from 300 to 400 Aleuts and 150 canoes. Rounding Cape Suckling 60 men were lost by the capsizing of the boats, and soon after a number of others were killed in a night attack of the natives. However, on the 25th of May, in a driving storm of sleet and snow, the mountains covered with snow to the water's edge, the expedition reached Sitka Sound and effected a landing at Bay of Starri-Gavan, 6 miles north of the present site of Sitka.

Negotiations were entered into with Katlian, who seemed to be the leading Sitka chief, and the land for a settlement was purchased of him for some beads. Keeping one-half of the force at hunting sea otters, the other half was set to work on the buildings, and soon the sound of axes and the crash of falling trees proclaimed the commencement of civilization in that region. The place consisted of 6 buildings, a stockade, and 3 fortified blockhouses, and was named Fort Archangel Michael. In the spring of 1800 the force numbered 25 Russians and 56 Aleut men, besides women and children. At the time of Baranof's landing the American ship *Caroline*, of Boston, Captain Cleveland commanding, was at anchor a few miles off, trading for sea-otter skins with the natives. Having established the Sitka settlement, Baranof returned to Kadiak in the fall of 1800, leaving Vassili Medvednikof in command.

With the chief factor absent, and no doubt more or less oppression on the part of the Russians, the natives abided their time. In the spring of 1802 they gathered the warriors from all the surrounding tribes, and on a Sunday in June, when a majority of the Russians and Aleuts were off hunting and fishing, they made an attack on the new settlement, which was quickly taken and burned to the ground; then attacking the outside hunting parties, killed them off in detail, but 3 Russians and 2 Aleuts escaping to the woods. A few days later these were found and taken on board the *Unicorn*, an English ship under Captain Barber, which was in the vicinity trading. Soon after another English ship and an American trading ship arrived. By

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This need of transportation facilities to the Yukon gold region is of the most urgent nature. Dr. Jackson, on his recent trip in the revenue steamer *Bear*, met at the mouth of the Yukon River a number of persons who had been brought on the steamer *Arctic* down the Yukon from the gold fields. Among them were the Rev. and Mrs. T. H. Canham, Miss MacDonald, and Mrs. Bompas, all of the Church of England Missions. Circle City, they said, was progressing rapidly. A corner lot, fifty feet front and one hundred feet deep, sold just before they left for \$2,500 in gold; another lot, thirty feet front and fifty feet deep, with an uncompleted two-story building, sold for \$7,000 in gold. Half the buildings in the place are saloons, and liquor costs 50 cents a drink. This summer there were 1,150 inhabitants. There are about forty white women in the district. Last winter the thermometer registered at 5 P. M. 66° below zero for three weeks at a time. At the Mastodon mines the temperature last winter got as low as 70° below zero, and this summer it rose to 103° above zero. In spite of the great hardships which attend life in the Yukon River region small settlements are springing up rapidly, and the total population of the region is said to be about 4,000 white miners and 10,000 natives. To communicate with all of the different settlements and carry supplies to prospectors in outlying regions, Indian dogs are most inefficient, and not until reindeer have been introduced for this purpose in large numbers will these miners have more than the bare necessities of life.

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the vast and almost inaccessible regions to white settlers and civilization. It means also the opening of a vast commercial industry. Lapland, with 400,000 reindeer, supplies the grocery stores of northern Europe with smoked reindeer hams at 10 cents a pound, with smoked tongues at 10 cents each, with dried hides at from \$1.25 to \$1.75 each, and with tanned hides at from \$2 to \$3 each, and with 23,000 carcasses to the butcher shops. In addition to what is consumed by the Laps themselves, Fresh reindeer meat is considered a great delicacy, and Russia exports it frozen in car loads to Germany. The tanned skins and hair are of great value commercially, and the best glue made to-day comes from reindeer horns. On the same basis Alaska, with its capacity for 9,000,000 head of reindeer, could supply the markets of America with 500,000 carcasses annually, tons of hams and tongues, and the finest of leather. As has been stated, the first object of the domestication of the reindeer was to provide a source of food for the Eskimos. It will mean in addition, Dr. Jackson says, their perpetuation, multiplication, and civilization. Their children learn readily in the schools, and there is no reason why they should not be made an important factor in the development of that land.

THE REINDEER IN ALASKA.

IMPORTANCE OF DR. JACKSON'S
IDEA TO MINERS.

Present Difficulties of Carrying Supplies to the White Miners in the Yukon Region—Commercial Value of the Reindeer—The Domestication of the Reindeer in Alaska.

WASHINGTON, Jan. 9.—The Rev. Sheldon Jackson of the Bureau of Education has returned to Washington from Alaska, where he has general superintendence of schools together with quasi-official superintendence of the reindeer stations which are being gradually established in that country. It has been almost entirely through his efforts that the requisite aid has been obtained from Congress for establishing the stations and obtaining the reindeer from Siberia. In 1890, while travelling through Alaska on one of his annual tours of inspection, Dr. Jackson became convinced of the necessity of taking steps to prevent the extermination of the Eskimo by starvation and disease. After a thorough investigation he decided that the only way to avoid the deplorable condition which confronted the Tlingit race was to import and domesticate the Siberian reindeer. Upon his return to Washington he immediately put into operation his plan, which was to establish the first reindeer station under the charge of Laplanders skilled in the care of the animals. Under these Laplanders were to be placed Eskimo apprentices until the assistants learned the business, when they were to have the superintendence of herds at other and remote places.

Although Dr. Jackson has not succeeded in getting as large an appropriation for this purpose from Congress as he thinks is really necessary for carrying on the work, the amount granted last year was \$5,000 in excess of that appropriated the year before, and on the tour of investigation, from which he has just returned, Dr. Jackson was very much encouraged by the progress which has been made at the various reindeer stations. With the increased appropriation this year, which he has every reason to expect will be made, the work can be continued on a larger scale and the good which has been done among the natives in the immediate vicinity of the reindeer stations can be carried still further afield. Unfortunately this year the revenue cutter Bear, upon which they have relied in the past for the transportation of the Siberian reindeer has had so many other duties in connection with the revenue service that she was not available for this work and the matter was intrusted partly to private enterprise. Arrangements were made with Minor W. Bruce to purchase deer on the Siberian coast and deliver them to the Government at so much a head on the Alaskan shore. Through a combination of circumstances he failed to carry out his contract, and the result was that no deer were purchased this season. Dr. Jackson considers it just as well that this attempt to procure deer through private persons has failed, Russia, having through her Minister here given permission to the United States to purchase reindeer in Siberia, would naturally expect the agents of the United States to be responsible men. The Secretary of State has recently communicated with the Czar of Russia, requesting permission for the Bureau of Education to station a purchasing agent with one or two herdsmen at some suitable point on the coast of Siberia adjacent to Alaska. It is presumed that this request will be granted, and this year the Bureau of Education will probably be able to send its own agents into the field.

Herds of reindeer are now located at five places in Arctic Alaska: Port Clarence, the main station, under the management of a superintendent appointed by the Bureau of Education; Cape Prince of Wales, a mission of the Congregational Church; Cape Nome, in charge of three experienced native Alaskan apprentices; the Swedish mission at Golovin Bay, and St. James's Episcopal mission on the Yukon. The number of reindeer at these stations is now 1,100 head. At the main station, called the Teller station, during the year twenty-two deer were broken to harness, making in all fifty-two sled deer in the herd, and much time was given to the training of these deer for freighting and travelling purposes. In the general plan of distribution it has been the purpose to supply the mission stations in the order of

detaining the native chief and others on board ship and threatening to hang them, 18 women were ransomed, making 23 in all that were saved. These were taken to Kadiak by Captain Barber.

The destruction of Fort Archangel Michael was a heavy blow to Baranof, but he was so occupied with other sections that it was not until the spring of 1804 that he was able to set out to reestablish his settlement in Sitka Sound. In March, 1804, Baranof received word that the Emperor had raised him to the nobility, creating him a "Collegiate councilor." This new mark of the Emperor's appreciation of his work affected him to tears, but with the memory of Sitka ever upon his mind, he exclaimed: "I am a nobleman, but Sitka is lost. I do not care to live. I will go and either die or restore the possessions of my august benefactor."

Having completed his arrangements on the 2d of April, Baranof sent forward two ships in command of Demianenkof, and two days later sailed himself with the sloops *Ekaterina* and *Alexander* and 300 bidarkas, making a combined force of 120 Russians and 800 Aleuts with which to meet and overcome the five or six thousand native warriors that could be massed against them. Arriving at Yakutat, he was reinforced by Kuskof with the small sloops *Yermak* and *Rostislaf*, which had been built for the occasion. On the 25th of August Baranof left Yakutat on board of the *Mermak*, reaching Sitka Sound September 19, whither the *Alexander* and *Ekaterina* had preceded him. And with them was the ship *Neva*, Captain Lissianski having unexpectedly arrived from Russia via Cape Horn and Kadiak. The natives were found intrenched upon an island rock 60 feet above tide water. 25

On the 1st of October four of the ships were anchored off the native stronghold, and fire was opened from the ships, followed by a desperate charge led by Baranof himself. The assault was repulsed, with the loss of eleven men and the wounding of Baranof and Lieutenants Arbuzof and Pofalishin. The following day the ships opened a furious bombardment, which caused the natives to sue for peace. Three days were consumed in negotiations without the stronghold being surrendered, when, on October 6, Captain Lissiansky, who, at the request of Baranof, had taken charge of the hostilities, constructed a raft, upon which he moved two guns nearer the fort. An interpreter was again sent to demand an immediate surrender of the post, and brought back word that the natives would leave at high tide. But the tide rose and fell without any apparent movement within the fort. Late in the night a weird, wailing chant was heard in the fort, and all was still. It was the death dirge as they killed their infants and small children lest their cries should betray their flight. Then silently stealing out of the fort into the woods, they escaped unobserved. In the morning a flock of ravens circled over the fort and fed on the slain. When the Russians entered the stockade they found the bodies of thirty warriors and all the small children.

This place had been originally selected by Baranof as the site for a settlement, and it was now taken for that purpose. The rock fortress was burned to the ground and its site was taken for the location of the residence and offices of the Russian commander, and the foundations laid for Novo Arkhangelsk, the capital of Russian America—the Sitka of to-day. During the winter of 1804–5 eight buildings were erected and surrounded with a substantial stockade, with blockhouses and mounted cannon at the angles. In the spring the ground was cleared and several vegetable gardens started. But that the accommodations were still far from comfortable we may see when Count Rezanof writes a few months later in an official report:

We all live poorly, but worse than all lives Baranof, in a miserable hut, so damp that the floor is always wet, and during the constant heavy rains the place leaks like a sieve.

In 1809 Baranof's hut was destroyed by fire, giving place to a more comfortable residence, so that Captain Golovin, of the Russian navy in 1810, writes, the fort—

consisted of strong wooden bastions and palisades; the houses, barracks, magazine, and manager's residence of exceedingly thick logs. In Baranof's house the furniture and finishing were of fine workmanship and very costly, having been brought from St. Petersburg and England. But what astonished me most was the large library, in nearly all European languages, and the collection of fine paintings.

In 1827 the second castle being thrown down by an earthquake was removed and the summit of the rock crowned with a still larger building, which has since been known as the governor's palace. The building was constructed of large cedar logs squared on the sides and dovetailed together at the corners. To prevent its being destroyed by an

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earthquake, copper rods were run through the logs and bolted to the rocks upon which the house stood. It was 140 by 70 feet in size, two stories high, and crowned with a cupola, in which at night lamps were placed to guide incoming mariners. The building was surrounded by a stockade and defended by a battery of guns that extended half way around it on the seaward side. At the northwest or land side it was approached by a long flight of steps. Upon a landing halfway up was another battery and a sentry. The second floor of the palace was given up to state apartments, and used for receptions, balls, public dinners, etc. In the center was the grand saloon 70 feet square. Opening out from the saloon on the one end was a drawing-room extending the whole breadth of the building, 35 by 70 feet in size, and from the other end a drawing-room and billiard room, each 35 feet square. On the first floor were the parlor, library, bedrooms, dining room, and kitchen. In the grand saloon, upon the anniversary of the Emperor's birthday, and other festive occasions, the governor was accustomed to give a dinner to all the officials and leading chiefs in the place. Sir George Simpson, governor-general of Rupert Land, in his journey around the world, visiting Sitka in 1842, writes of the farewell dinner given him by Governor Etholin:

The farewell dinner, to which about thirty of us sat down, exceeded in sumptuousness anything I had yet seen, even at the same hospitable board. The glass, the plate, and the appointments in general were very costly; the viands were excellent, and Governor Etholin played the part of host to perfection.

The last of these regal festivities was on the 18th of October, 1867, in honor of the transfer on that day of the Territory to the United States. That night a grand ball and dinner were given to the distinguished officials and naval officers of the United States and Russia who were present at the ceremonies, followed by an illumination and fireworks.

After the transfer this historic building was occasionally occupied by American officials until, gradually falling into decay, it was abandoned. Its portable furniture, lamps, brass chandeliers, and even the great, quaint hinges on its doors, were stolen. Tourists cut out and carried away its carved railings, and town boys amused themselves by throwing stones through its windows. The doors and sash were boldly carried off to do service in other habitations, and when I first saw the building in 1879, many of its windows and doors were gone, and the floor of the grand saloon covered with rubbish. It remained, however, until the last a favorite resort for tourists from the steamers, and an opportunity to dance in the grand saloon was greatly prized. In late years added interest has been given to the building by speaking of it as haunted by the ghost of a beautiful Russian lady, the daughter of a former governor, who disappeared from the ballroom on her wedding night, and was found dead in one of the smaller drawing-rooms. On the anniversary of her wedding night, and again on Easter night, clad in her wedding garments and wringing her jeweled hands, her spirit is said to glide from room to room, leaving the perfume of wild flowers behind her.

In 1893 the Government expended \$14,000 in repairing the castle for the uses of the United States district court. At 2 o'clock on the morning of March 17, 1894, flames were seen issuing from the building, and in four hours the most noted landmark and historic building of Sitka was a heap of ashes.

With the erection of the first governor's residence and fort in 1804-5 the tongue of land at the base of the fortified rock was gradually cleared of trees and stumps and a commencement made in the building of the village. From time to time several large apartment houses or flats were erected for the use of the employees of the company. There was special activity in the erection of large public buildings during the time that Count Rezanof was governor. Some of these log buildings were 150 by 80 feet in size, and from two to three stories high, with large attics under the roof. A heavy stockade was erected around the whole village, with fortified blockhouses at the angles. Upon the removal of the United States troops in 1877, the natives, believing that the country had been abandoned by the Government, arose in 1877, tore down the stockade, and would have murdered the white inhabitants but for the timely arrival of a British gunboat.

A small portion of the stockade remains in the rear of the governor's garden, and also two of the blockhouses.

their proximity to the central herd. Some little difficulty was experienced with the natives, among whom the report was current that only the whites were to receive any benefit from the reindeer. It was hard to disabuse their minds of this notion, and this was finally accomplished only by lending several of the more advanced of the native herders about 100 head of deer. Many natives are now coming into possession of reindeer of their own, and they take great pride in their care. In the future it is proposed that from two central herding stations, one at Port Clarence, near Behring's Strait, and another on the Kuskokwim River, north of Bristol Bay, herds of 100 deer with native herders shall be distributed to the various mission stations. A continuous line of herds will then be placed for the entire distance to the important station at St. Michael's, near the mouth of the Yukon River. A line of stations might also be established along the Yukon to the gold station at Forty-Mile Creek. If two herds of 1,500 each could be established at the two main distributing points, experience shows that the annual increase of the herd, if well cared for, would furnish three herds of 200 each year.

There is much that is interesting in regard to the reindeer herding in the Yukon gold district by means of reindeer. During the past season the influx of miners into the Yukon region has produced a very urgent call for reindeer for freighting purposes. In the original plan for the purchase and distribution of reindeer, reference was mainly had to securing a new food supply for the famishing Eskimos, but it is now found that the reindeer are as essential to the white man as to the Eskimo. The placer mines of the Yukon region are from twenty-five to one hundred miles from the Yukon River. The provisions brought from the south by the five steamers now in that region and landed upon the banks of the river are transported with great difficulty to the mines. So great was the extremity last winter that mongrel Indian dogs cost from \$100 to \$200 each for transportation purposes, and the freight charges from the river to the mines, thirty miles distant, ranged from fifteen to twenty cents a pound. The difficulty experienced in providing the miners with the necessities of life has demonstrated the necessity of reindeer transportation. Back from the rivers in Alaska there are no roads and, to a great extent, no transportation facilities whatever. In the limited travelling of the past dogs have been used, but dog teams are slow and must be burdened with the food for their own maintenance. This food is now put up in cans in large quantities by several Chicago houses, and consists of the refuse meat from the slaughter houses prepared in a way which preserves it. Although this food is not so expensive as other meats, the cost is high when immense freighting charges must be paid by the miners. On the other hand, trained reindeer will make in a day two or three times the distance covered by a dog team, and at the end can be turned loose to gather their support from the moss, which is always accessible.

This need of transportation facilities to the Yukon gold region is of the most urgent nature. Dr. Jackson, on his recent trip in the revenue steamer Bear, met at the mouth of the Yukon River a number of persons who had been brought on the steamer Arctic down the Yukon from the gold fields. Among them were the Rev. and Mrs. T. H. Canham, Miss MacDonald, and Mrs. Bompas, all of the Church of England Missions. Circle City, they said, was progressing rapidly. A corner lot, fifty feet front and one hundred feet deep, sold just before they left for \$2,500 in gold; another lot, thirty feet front and fifty feet deep, with an uncompleted two-story building, sold for \$7,000 in gold. Half the buildings in the place are saloons, and liquor costs 50 cents a drink. This summer there were 1,150 inhabitants. There are about forty white women in the district. Last winter the thermometer registered at 5 P. M. 66° below zero for three weeks at a time. At the Mastodon mines the temperature last winter got as low as 70° below zero, and this summer it rose to 103° above zero. In spite of the great hardships which attend life in the Yukon River region small settlements are springing up rapidly, and the total population of the region is said to be about 4,000 white miners and 10,000 natives. To communicate with all of the different settlements and carry supplies to prospectors in outlying regions, Indian dogs are most inefficient, and not until reindeer have been introduced for this purpose in large numbers will these miners have more than the barest necessities of life.

Dr. Jackson says that there are in northern and central Alaska, at a moderate estimate, about four hundred thousand square miles of territory unadapted to agriculture or the grazing of cattle, and without an adequate food supply even for the Eskimo inhabitants. That whole region, however, is supplied with the long fibrous white moss which is the natural food of the reindeer, and this moss is capable of furnishing food and clothing for men only by its transformation into reindeer meat and furs. Taking the statistics of Norway and Sweden as a basis, Arctic and sub-Arctic Alaska could support 9,000,000 reindeer, furnishing a supply of food and clothing and means of transportation to a population of a quarter of a million. The value of these reindeer at the price of \$9 each, which is that of Sweden, would be to this Government over \$80,000,000.

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the vast and almost inaccessible regions to white settlers and civilization. It means also the opening of a vast commercial industry. Lapland, with 400,000 reindeer, supplies the grocery stores of northern Europe with smoked reindeer hams at 10 cents a pound, with smoked tongues at 10 cents each, with dried hides at from \$1.25 to \$1.75 each, with tanned hides at from \$2 to \$3 each, and with 23,000 carcasses to the butcher shops. In addition to what is consumed by the Laps themselves. Fresh reindeer meat is considered a great delicacy, and Russia exports it frozen in car loads to Germany. The tanned skins and hair are of great value commercially, and the best glue made to-day comes from reindeer horns. On the same basis Alaska, with its capacity for 9,000,000 head of reindeer, could supply the markets of America with 500,000 carcasses annually, tons of hams and tongues, and the finest of leather. As has been stated, the first object of the domestication of the reindeer was to provide a source of food for the Eskimos. It will mean in addition, Dr. Jackson says, their perpetuation, multiplication, and civilization. Their children learn readily in the schools, and there is no reason why they should not be made an important factor in the development of that land.

The Moravian Jan 12, 1897
EDUCATION IN ALASKA. — THE MORAVIAN acknowledges, with thanks, the receipt, from the Bureau of Education at Washington, D.C., of the Annual Statement of the Commissioner of Education to the Secretary of the Interior, and also of Dr. Sheldon Jackson's Report on Education in Alaska 1894-96. The Statistics and other Contents of the first named pamphlet show what a vast amount of work falls within the sphere of the Bureau's activity; and the vast range of its jurisdiction is illustrated by the statement that miners on the Upper Yukon river, in Alaska, feeling the urgent need of school facilities (some of them having their families with them), held a mass meeting at Circle City, under the Arctic Circle, in the heart of the mining district, and the center of a population of several thousand, at which it was agreed to petition the Bureau of Education for a trained public school teacher. Over \$1,100 was raised for school purposes, and the citizens guaranteed that they would erect a school house. A teacher was therefore appointed for the term commencing September, 1896.

With reference to the introduction of reindeer into Alaska, it is stated that herds are now located at five places; that, in view of the increased amount of work required of the revenue vessels in Bering Sea, arrangements had been made with a private individual, to purchase reindeer in Siberia, and deliver them in Alaska; that in the further distribution, it is proposed to maintain two large herds as bases of supply, the one at Port Clarence, and the other on the Kuskokwim river, (which will be in the section of country occupied by our missions), and that from these two herding stations, the deer should be distributed, with trained native herders, to the various mission stations. These herds are to be loaned to the mission stations, as an adjunct to their school work, the Government reserving the right after a term of not less than three years, to call upon the station for the same number of deer as composed the original herd.

Dr. Jackson's Report includes accounts of all the government and mission schools in Alaska, also those at our mission stations; further, a Decennary Review of the Work, a brief account of Brother William Hamilton's official visit to western and arctic Alaska, in 1895, and a chapter on the Introduction of the reindeer. The Report is illustrated with several excellent photographic views.

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 Under the indomitable energy of Baranof, Sitka (Novo Arkhangelsk) became not only the political capital of Alaska (Russian America) and the headquarters of the Russian-American Company, but also the commercial metropolis of the Pacific Coast, possessing docks, shipyards, brass, iron, and bell foundries, machine shops, saw and flour mills, brickyards, woolen cloth mills, besides manufactories for agricultural implements, a copper-engraving establishment, large warehouses, an observatory, hospitals, a library, Russo-Greek and Lutheran churches, the bishop's residence, schools, a theological seminary, and an officers' clubhouse. During this period San Francisco was known simply as a Roman Catholic mission to the Indians.

Two and one-half years from the commencement of the settlement of Sitka a fine brig was launched from its shipyard and christened *Sitka*. The following summer a three-masted schooner of 300 tons was launched and named *Otkrytie (Discovery)*; and Mr. A. J. Findlay, writing to the Nautical Magazine in June, 1849, says:

The arsenal is the next object which arrests the attention of a stranger, from the number of men employed either building new or repairing old vessels. At this moment they are building a new steamer, destined, I think, for Mr. Leidesdorf, of California. The workmanship appears good and solid; everything for her is made on the spot, for which purposes they have casting houses, boiler makers, coopers, turners, and all the other "ers" requisite for such an undertaking. The boiler is almost completed and is made of copper. They also have their tool makers, workers in tin and brass, chart engravers, sawyers, and sawmills, for all which occupations suitable establishments have been made.

At the time of the transfer a fleet of 15 sailing vessels and 2 ocean steamers went and came from its harbor. Before the American occupation of California the Sitka foundry furnished the Romish missions of California with their chimes of church bells, and Sitka manufactories supplied the California ranchmen with their agricultural implements.

The annual reports of the observatory were published by the Academy of Sciences at St. Petersburg. The Sitka Library, established by Count Rezanof in 1805, contained, in 1835, 1,700 volumes, 400 periodicals and pamphlets, and a valuable collection of charts. Of the books, 600 were in the Russian language, 300 in French, 130 in German, 35 in English, 30 in Latin, and the rest in Swedish, Dutch, Spanish, and Italian. The 39 copper plates of Tebenkoff's celebrated Atlas of Alaska were engraved at Sitka by Terentief, a creole.

To provide more comfortable accommodations for unmarried officers and officials of the higher rank, many of them sons of the nobility of Russia, Governor Etholin built a large clubhouse.

Within a year from the commencement of the settlement (1805) a school was established. In 1820 its efficiency was greatly increased. In 1839 a home school for orphan girls, daughters of the employees of the company, was established. In 1840 a similar school was opened for orphan boys. In 1841 a theological school was also opened.

The first Russo-Greek priest arrived at the new settlement in 1816. Before the transfer to the United States, the Russo-Greek Church had a resident bishop with 15 priests, deacons, and followers; also a cathedral, church, and Episcopal residence. The Lutheran Church had its minister and church building, both the Greek and Lutheran churches being sustained by the imperial treasury.

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 With the American occupation, a great change came over the scene. Shipbuilding ceased, and the shipyard was filled up to make a parade ground for American soldiers. Manufactories, foundries, and all other industries were closed, only two sawmills and a beer brewery remaining. The skilled mechanics and Russians largely returned to Siberia. The bishopric and theological seminary were removed to San Francisco. The books of the public library were "lost, strayed, or stolen;" no trace of them now remains. Three of the large Russian buildings, including the castle and hospital, have been destroyed by fire. The Lutheran church, condemned as unsafe, has been torn down. The clubhouse, too, has been adjudged unsafe, and, with some of the warehouses and other buildings, will have to be torn down. The civilized, industrious population of several thousand has dwindled down to several hundred, and where thousands earned a living by their trades, the few hundred that remain are largely dependent, directly or indirectly, upon the salaries of the Government officials and the summer patronage of curio-buying tourists.

For a short time after the transfer Sitka had a boom, as wide-awake

speculators rushed in, anticipating the creation of a large city. A region several miles square, reaching from the sea to the tops of the mountains, was mapped on paper into streets, parks, and city lots. A municipal government was organized, with a mayor and common council. A newspaper, the Sitka Times, was started and published weekly for eighteen months. But the enterprising speculators, failing to realize their hopes, one after another returned south, and the withdrawal of the troops in 1877 seemed to complete the decline of Sitka. The census of 1880 revealed the presence of but 157 Americans and 219 creoles in the deserted city. The same census, however, showed a native Thling-get population of 540.

The Thling-get village of Sitka is about as large to-day as in Russian times, and in much better condition. Largely under the influence and teaching of the mission and school maintained among them since 1880 by the Home Missionary Society and the Woman's Executive Committee of Home Missions—both of the Presbyterian Church—the Thling-gets have made considerable advance in civilization. The old damp, dark, and smoky native buildings with their bark roofs are giving place to modern buildings with windows, doors, wooden floors, chimneys, and shingle roofs. Stoves are taking the place of a fire on the floor in the center of the room; chairs, tables, dishes, and bedsteads are becoming common. And on Sundays the crowds that wend their way to church are dressed in good "store clothes" of American manufacture. And to-day the only ones learning trades are not the sons of Russian creoles, but of the Thling-gets, at the Presbyterian Industrial Training School, at Sitka. This institution has 14 buildings, and is distinctively coeducational. The boys and girls recite in the same classes, dine together in the same dining room, and, under wholesome restraint, have opportunities for social intercourse.

A few years of sedulous training have developed in some of the older pupils a spirit of emulation, a sense of personal responsibility, self-respect, self-reliance, and self-helpfulness which command respect. Most of the large boys, advanced far enough to read intelligently in the second reader, are learning a trade (all being in school half of each day and at work half a day), and the diligence with which they pursue their studies and the zest with which they enter upon industrial work day after day are most praiseworthy of them and encouraging to their instructors. All of the shoes for the pupils of the school are hand-made in the shop, under the direction of a competent foreman. Considerable custom work is also done.

The supply of barrels and half-barrels far exceeds the demand, yet coopering is considered an excellent trade for the young men. Owing to high freight, barrels are usually made at the fishing stations where needed, and coopers are in demand at those places.

The variety and scope of carpenter work have proved a most valuable source of instruction to the boys, most of whom are aptly adapted to mechanical industry. The boys have made commendable progress during the past year. Young men who can do carpenter work fairly well can find opportunity to ply their trade in any of the villages of Alaska.

There are eight model cottages, six of which are occupied by young married couples from the school. These young folks have been thrown entirely upon their own responsibility and resources, and they are doing right well in earning a livelihood, while their houses are kept clean, neat, and homelike. The environments of family life among the young folk, in contradistinction to that in vogue among the natives, tend to create new conditions and inspire new impulses among their own people.

The general work of the school—patching, mending, refitting, making new garments (aprons, towels, underwear, dresses)—is no light task. Each girl 8 years old and upward knits her own stockings, and the large girls find time to learn useful tidy work in order that they may be able to beautify their own homes with the work of their own hands.

The girls are trained in every department of household industry—kitchen, dining room, teachers' room, etc. The girls numbering but 50, the matron and her assistants find time to give each girl individual care in the details of housekeeping, thus gradually inculcating and developing a sense of personal responsibility.

The boys do the bread baking for the school, while the girls in turn are taught how to bake and cook for a family. This special instruction in the art of cooking is given in the teachers' kitchen, the cooking for

To Open Up Alaska.

New York
Dr. Jackson's Great Enterprise—Reindeer
Will Make the Gold Fields of Yukon
Accessible.

WASHINGTON, Jan. 9.—The Rev. Sheldon Jackson, of the Bureau of Education, has returned to Washington from Alaska, where he has general superintendence of schools together with quasi-official superintendence of the reindeer stations which are being gradually established in that country. It has been almost entirely through his efforts that the requisite aid has been obtained from Congress for establishing the stations and obtaining the reindeer from Siberia.

In 1890, while traveling through Alaska on one of his annual tours of inspection, Dr. Jackson became convinced of the necessity of taking steps to prevent the extermination of the Eskimo by starvation and disease. After a thorough investigation he decided that the only way to avoid the deplorable condition which confronted the Tlingit race was to import and domesticate the Siberian reindeer. Upon his return to Washington he immediately put into operation his plan, which was to establish the first reindeer station under the charge of Laplanders skilled in the care of the animals. Under these Laplanders were to be placed Eskimo apprentices until the assistants learned the business, when they were to have the superintendence of herds at other and remote places.

Herds of reindeer are now located at five places in Arctic Alaska. Port Clarence, the main station, under the management of a superintendent appointed by the Bureau of Education: Cape Prince of Wales, a mission of the Congregational Church; Cape Nome, in charge of three experienced native Alaskan apprentices; the Swedish mission at Golovin Bay, and St. James's Episcopal mission on the Yukon. The number of reindeer at these stations is now 1,100 head. At the main station, called the Teller station, during the year twenty-two deer were broken to harness, making in all fifty-two sled deer in the herd, and much time was given to the training of these deer for freighting and traveling purposes. In the general plan of distribution it has been the purpose to supply the mission station in the order of their proximity to the central herd.

Some little difficulty was experienced with the natives, among whom the report was current that only the whites were to receive any benefit from the reindeer. It was hard to disabuse their minds of this notion, and this was finally accomplished only by lending several of the more advanced of the native herders about 100 head of deer. Many natives are now coming into possession of reindeer of their own, and they take great pride in their care. In the future it is proposed that from two central herding stations, one at Port Clarence, near Behring Strait, and another on the Kuskokwim River, north of Bristol Bay, herds of 100 deer with native herders shall be distributed to the various mission stations. A continuous line of herds will then be placed for the entire distance to the important station at St. Michael's, near the mouth of the Yukon River. A line of stations might also be established along the Yukon to the gold station at Forty-Mile Creek. If two herds of 1,500 each could be established at the two main distributing points, experience shows that the annual increase of the herd, if well cared for, would furnish three herds of 200 each year.

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On the same basis Alaska, with its capacity for 9,000,000 head of reindeer, could supply the markets of America with 500,000 carcasses annually, tons of hams and tongues, and the finest of leather. As has been stated, the first object of the domestication of the reindeer was to supply a source of food for the Eskimos. It will mean in addition, Dr. Jackson says, their perpetuation, multiplication, and civilization. Their children learn readily in the schools, and there is no reason why they should not be made an important factor in the development of that land.—*Sun.*

Lapland, with 400,000 reindeer, supplies the grocery stores of northern Europe with smoked reindeer hams at 10 cents a pound, with smoked tongues at ten cents each, with dried hides at from \$1.25 to \$1.75 each, and tanned hides at from \$2 to \$3 each, and with 23,000 carcasses to the butcher shops, in addition to what is consumed by the Laps themselves. Fresh reindeer meat is considered a great delicacy, and Russia exports it frozen in carloads to Germany. The tanned skins and hair are of great value commercially, and the best glue made to-day comes from reindeer horns.

Dr. Jackson says that briefly the stocking of Alaska with reindeer means the opening up of the vast and almost inaccessible regions to white settlers and civilization. It means also the opening of a vast commercial industry.

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So great was the extremity last Winter that mongrel Indian dogs cost from \$100 to \$200 each for transportation purposes, and the freight charges from the river to the mines, thirty miles distant, ranged from fifteen to twenty cents a pound. The difficulty experienced in providing the miners with the necessities of life has demonstrated the necessity of reindeer transportation. Back from the rivers in Alaska there are no roads and, to a great extent, no transportation facilities whatever. In the limited traveling of the past dogs have been used, but dog teams are slow and must be burdened with the food for their own maintenance. This food is now put up in cans in large quantities by several Chicago houses, and consists of the refuse meat from the slaughter houses prepared in a way which preserves it. Although this food is not so expensive as other meats, the cost is high when immense freighting charges must be paid by the miners. On the other hand, trained reindeer will make in a day two or three times the distance covered by a dog team, and at the end can be turned loose to gather their support from the moss, which is always accessible.

The need of transportation facilities to

the Yukon gold region is of the most urgent nature. Dr. Jackson, on his recent trip in the revenue steamer *Bear*, met at the mouth of the Yukon River a number of persons who had been brought on the steamer *Arctic* down the Yukon from the gold fields. Among them were the Rev. and Mrs. T. H. Canham, Miss McDonald, and Mrs. Bompas, all of the Church of England Missions.

Circle City, they said, was progressing rapidly. A corner lot, fifty feet front and one hundred feet deep, sold just before they left for \$2,500 in gold; another lot, thirty feet front and fifty feet deep, with an uncompleted two-story building, sold for \$7,000 in gold. Half the buildings in the place are saloons, and liquor costs fifty cents a drink. This Summer there were 1,150 inhabitants. There are about forty white women in the district. Last Winter the thermometer registered at 5 p. m. 66 degrees below zero for three weeks at a time. At the Mastodon mines the temperature last Winter got as low as 70 degrees below zero, and this Summer it rose to 103 above zero.

In spite of the great hardships which attend life in the Yukon River region small settlements are springing up rapidly, and the total population of the region is said to be about 4,000 white miners and 10,000 natives. To communicate with all of the different settlements and carry supplies to prospectors in outlying regions, Indian dogs are most inefficient, and not until reindeer have been introduced for this purpose in large numbers will these miners have more than the barest necessities of life.

Dr. Jackson says that there are in northern and central Alaska, at a moderate estimate, about four hundred thousand square miles of territory unadapted to agriculture or the grazing of cattle, and without an adequate food supply even for the Eskimo inhabitants. That whole region, however, is supplied with the long fibrous white moss which is the natural food of the reindeer, and this moss is capable of furnishing food and clothing for men only by its transformation into reindeer meat and furs. Taking the statistics of Norway and Sweden as a basis, Arctic and sub-Arctic Alaska could support 9,000,000 reindeers, furnishing a supply of food and clothing and means of transportation to a population of a quarter of a million. The value of these reindeer at the price of \$9 each, which is that of Sweden, would be to this Government over \$80,000,000.

the teachers and employees being done by the native girls. They are also trained to wait upon the table, and they serve the teachers and guests with grace and manners. The young boys are also trained in the school kitchen and dining room.

The pupils, from the children to the adults, sing with a spirit and understanding that outrivals many of the public schools.

The brass band of 20 members dispenses music for the school and for the town on public occasions.

There is a military company of 35 members. The guns were kindly loaned them by the governor of the Territory.

Lessons in patriotism are constantly inculcated. The Alaskans are a loyal, patriotic people.

The time has fully come when a normal department should be added to this important school, and a beginning be made in training native teachers.

After a very busy week spent at Sitka, the *Bear* got under way at 1.45 a. m. on May 19 for Prince William Sound. The trip up the coast was grand. The Fair Weather range of mountains stood out bold and white, covered with snow to the water's edge. On the afternoon and evening of the 20th we had fine views of Mount St. Elias, it being visible from base to top. One of the most remarkable stretches of coast for a combination of snow, glaciers, and mountains is the region between Cross Sound and Cape St. Elias—no language can do it justice. At 1 o'clock a. m. on May 22 we entered Prince William Sound. There being no good chart of the region, the captain felt his way slowly with constant soundings of the lead. At 8.30 a. m. anchor was dropped off the east end of Hawkins Island, Cordova Bay, in the vicinity of two large salmon canneries. In the neighborhood of these canneries reside 25 white men living with native women. It is reported that last winter they manufactured 2,500 gallons of liquor for the use of the Indians. The two salmon canneries at Cordova Bay, and one near by at the mouth of Copper River, represent a capital of \$375,000. The output of these canneries for last season was 80,000 cases of canned salmon with four dozen 1-pound cans to the case, with a valuation of \$280,000.

On the 23d, availing myself of the kind invitation of Captain Humphry to make a trip across the delta of the Copper River, I went aboard their little fishing steamer. The distance across the delta is about 50 miles. Passing to the southwest of the canneries and skirting the mountains down the peninsula east of Hawkins Island and around Cape Whitshed, our little craft boldly pushed to the eastward across the delta, the steamer channel being marked by spruce trees which, at low tide, when the flats are bare, had been set at the principal turns. The afternoon was rainy and we only got occasional glimpses of the beautiful snow clad mountains to the southward. About 9 p. m. we reached our destination at Pete Doll Slough. Upon stilts on the bank was a small frame house where twelve fishermen and a cook abide during the few weeks in which salmon run at this point. As we came up to the mud bank there were six piles of red salmon and six of king salmon waiting to be loaded upon the steamer. The catch for the day was 4,000 fish, which were soon loaded on board. For the common salmon, averaging 8 pounds each, the fishermen receive 3 cents per fish, and for the king salmon, weighing from 40 to 80 pounds, 10 cents each. Soon after midnight, the tide being up, the steamer started to return to the canneries, but before fairly getting out in the stream, ran aground, and the tide falling, we were left where we could get off the steamer and walk ashore. This detained us until high tide at noon on the 24th, when we again got under way, reaching the canneries about 5 p. m. While en route we passed five bidarkas with natives hunting the sea otter.

Returning to the *Bear* at 6.45 p. m., we were under way for Nuchek. At 10.35 the cutter ran ashore on a sand shoal, but was able to back off without any serious damage. On the morning of the 25th we dropped anchor at Nuchek, where we remained until 2.35 a. m. on the 27th, at which time a start was made for Cooks Inlet. Glaciers and snow-covered mountains were visible the entire day. At 6.30 a. m. on the 28th, rounding Chugatz Island, we entered Cooks Inlet. At 9 o'clock, overhauling the *Ida Etta*, the steamer was stopped to send a boarding party to the sealer. At 9.20 we were again under way northward, and at 1 p. m. passed Coal Point (Kachekmack Bay); at 3 p. m. Staritchkof River was abeam; at 4.50 we anchored off Munia (Nilchik). The village being 4 miles distant, the sailors had a long, hard pull to

shore. The whole male and child population of the village came down to the beach to meet us. The only American in the place was Mr. J. M. Cooper, the trader. The village is composed of 17 families of Russian creoles, comprising 53 people, of whom 23 are children between 6 and 21 years of age. The houses are small, but comfortable and well built of logs. The village has also a small log church recently reconstructed. The priest comes from Kenai once a year. In the meantime, the principal men take turns in conducting church services. The community possesses 15 head of cattle (small Siberian breed). They raised 600 bushels of potatoes, besides cabbages, turnips, ruta-bagas, etc. They have about 5 acres under cultivation. Each season they salt down a sufficient quantity of fish for their winter use. Eighteen head of moose were killed the past season; also a number of bears, lynx, etc. The community was anxious for a school. These people are interesting as the descendants of those who were sent in 1812 by the Russian-American Company to found the Ross Colony and raise provisions for the Alaska colonies. When the attempt was abandoned in 1841, the people were returned to Alaska, and many of them settled at this point.

At 4.20 o'clock on the morning of the 29th we got under way, again sailing north, and at 9.30 a. m. came to anchor 5 miles off Fort Kenai, where we again went ashore. As the people of this place see but two or three ships a year, an arrival is a great event, and large numbers of the people gathered on the bluff to see us land. We were met at the landing by Mr. Wilson, formerly a naval officer of the United States, but who for twenty-five years has been in the employ of the Alaska Commercial Company in the vicinity of Cook's Inlet. Making a call upon the Russian priest, we found that his wife talked English fluently. The population of Kenai is given by the priest as 152, 89 males and 63 females; in this population there are but 16 children; these are all in a school taught by the assistant priest. The people are rapidly dying off; four years ago in an outbreak of the grip, 40 people died in one month from this small population. The place is divided into two small settlements; the one on the bluff overlooking the beach is Russian creole, and the other, about a mile away, overlooking the valley of the Kaknu River, is occupied by the Kenai Indians. The slope of the bluff from the creole village down to the beach is covered with the vegetable gardens of the people. The creoles have gotten out the logs for a new church building, and are awaiting the expected arrival of their bishop from San Francisco to secure permission to build. The priest lives in a large, comfortable log building, and has taken a stand for temperance and morality among his people that will do them much good. This can not be said of many of his predecessors. The range of the thermometer at this place is from 90° above zero in summer to 35° and 40° below zero in winter.

Near the Indian village is a large salmon cannery on the Kaknu River, which is a large stream flowing from the Skillokh Lake. Across the bay, immediately in front of Kenai, is Redoubt Mountain, an active volcano. At the head of Cooks Inlet, on Turnagain Bay, are some gold placer mines, worked by 30 white men. A few miles to the south of Kenai is the mouth of Kassiloff River, a large stream taking its rise in Fastumena Lake; at its mouth are two salmon canneries. Near the mouth of Cooks Inlet, on the east bank, is the village of Soldavia, on Kachekmak Bay. It has two stores, and is the largest settlement on the inlet. The place has applied to the general Post-Office Department to be placed on the mail route as a distributing point for Cook's Inlet.

Having finished our duties in Cooks Inlet at 2.30 a. m., May 30, we were again under way, bound south to Karluk. Going on deck at half-past 7 o'clock, we were abreast of Iliamna Volcano (1,260 feet high), which from base to peak, under the morning sun, glistened in its white robe of snow and ice. In the crater, apparently to the southwest of the peak, were occasional puffs of smoke. As far as the eye could reach, north and south along the west coast of the inlet, stretched the wonderful panorama of high sharp peaks and rugged mountains, all covered with snow to the water's edge. In front of us Mount St. Augustine arose from the sea, and with regular sloping sides formed a conical-shaped mountain, covered with ice and snow. It is evidently of volcanic formation, as the ravines formed by the lava flows radiate from the cone to the base in regular lines.

A few years ago a volcanic eruption split off a portion of this mountain and cast it into the sea. The mountain forms an island about 27 miles in circumference. This island was ever present and formed a

THE REINDEER'S USE IN ALASKA.

Evening
Present Difficulty of Carrying Supplies to Miners—Dr. Jackson's Reports.

AN IMPORTANT SUGGESTION.

To Import the Siberian Reindeer to Avoid the Tinglits' Deplorable Condition.

AN ENCOURAGING OUTLOOK.

The Rev. Sheldon Jackson, of the Bureau of Education, has returned to Washington from Alaska, says a writer from Washington to the New York Sun, where he has general superintendence of schools together with quasi-official superintendence of the reindeer stations which are being gradually established in that country. It has been almost entirely through his efforts that the requisite aid has been obtained from Congress for establishing the stations and obtaining the reindeer from Siberia. In 1890, while travelling through Alaska on one of his annual tours of inspection, Dr. Jackson became convinced of the necessity of taking steps to prevent the extermination of the Eskimo by starvation and disease. After a thorough investigation he decided that the only way to avoid the deplorable condition which confronted the Tinglit race was to import and domesticate the Siberian reindeer. Upon his return to Washington he immediately put into operation his plan, which was to establish the first reindeer station under the charge of Laplanders skilled in the care of the animals. Under these Laplanders were to be placed Eskimo apprentices until the assistants learned the business, when they were to have the superintendence of herds at other and remote places.

Although Dr. Jackson has not succeeded in getting as large an appropriation for this purpose from Congress as he thinks is really necessary for carrying on the work, the amount granted last year was \$5,000 in excess of that appropriated the year before, and on the tour of investigation, from which he has just returned, Dr. Jackson was very much encouraged by the progress which has been made at the various reindeer stations. With the increased appropriation this year, which he has every reason to expect will be made, the work can be continued on a larger scale and the good which has been done among the natives in the immediate vicinity of the reindeer stations can be carried still further afield. Unfortunately this year the revenue cutter Bear, upon which they have relied in the past for the transportation of the Siberian reindeer has had so many other duties in connection with the revenue service that she was not available for this work and the matter was intrusted partly to private enterprise. Arrangements were made with Minor W. Bruce to purchase deer on the Siberian coast and deliver them to the Government at so much a head on the Alaskan shore. Through a

combination of circumstances he failed to carry out his contract, and the result was that no deer were purchased this season. Dr. Jackson considers it just as well that this attempt to procure deer through private persons has failed. Russia, having through her Minister here given permission to the United States to purchase reindeer in Siberia, would naturally expect the agents of the United States to be responsible men. The Secretary of State has recently communicated with the Czar of Russia, requesting permission for the Bureau of Education to station a purchasing agent with one or two herdsmen at some suitable point on the coast of Siberia adjacent to Alaska. It is presumed that this request will be granted, and this year the Bureau of Education will probably be able to send its own agents into the field.

Herds of reindeer are now located at five places in Arctic Alaska: Port Clarence, the main station, under the management of a superintendent appointed by the Bureau of Education; Cape Prince of Wales, a mission of the Congregational Church; Cape Nome, in charge of three experienced native Alaskan apprentices; the Swedish mission at Golovin Bay, and St. James' Episcopal Mission on the Yukon. The number of reindeer at these stations is now 1,100 head. At the main station, called the Teller Station, during the year twenty-two deer were broken to harness, making in all fifty-two sled deer in the herd, and much time was given to the training of these deer for freighting and travelling purposes. In the general plan of distribution it has been the purpose to supply the mission stations in the order of their proximity to the central herd. Some little difficulty was experienced with the natives, among whom the report was current that only the whites were to receive any benefit from the reindeer. It was hard to disabuse their minds of this notion, and this was finally accomplished only by lending several of the more advanced of the native herders about 100 head of deer. Many natives are now coming into possession of reindeer of their own, and they take great pride in their care. In the future it is proposed that from two central herding stations, one at Port Clarence, near Bering's Strait, and another on the Kuskokwim River, north of Bristol Bay, herds of 100 deer with native herders shall be distributed to the various mission stations. A continuous line of herds will then be placed for the entire distance to the important station at St. Michael's, near the mouth of the Yukon River. A line of stations might also be established along the Yukon to the gold station at Forty-Mile Creek. If two herds of 1,500 each could be established at the two main distributing points, experience shows that the annual increase of the herd, if well cared for, would furnish three herds of 200 each year.

There is much that is interesting in regard to the plan of reaching the Yukon gold district by means of reindeer. During the past season the influx of miners into the Yukon region has produced a very urgent call for reindeer for freighting purposes. In the original plan for the purchase and distribution of reindeer, reference was mainly had to securing a new food supply for the famishing Eskimos, but it is now found that the reindeer are as essential to the white man as to the Eskimo. The placer mines of the Yukon regions are from twenty-five to one hundred miles from the Yukon River. The provisions brought from the south by the five steamers now in that region and landed upon the banks of the river are transported with great difficulty to the mines. So great was the extremity last winter that mongrel Indian dogs cost from \$100 to \$200 each for transportation purposes, and the freight charges from the river to the mines, thirty miles distant, ranged from fifteen to twenty cents a pound. The difficulty experienced in providing the miners with the necessities of life has demonstrated the necessity of reindeer transportation. Back from the rivers in Alaska there are no roads and, to a great extent, no transportation facilities whatever. In the limited travelling of the past dogs have been used, but dog teams are

conspicuous landmark through the entire day's sail. Prominent on the horizon in front of us in the morning, and which we only passed in the evening, was Cape Douglass, which marks the southwest boundary of Cooks Inlet. In the far distance it looms up an island cone, apparently separated from the mainland, but a nearer approach reveals a large group of sharp peaks covered with snow and their ravines filled with glaciers. At noon a shout on deck took us out of the cabin to see a wonderful display of bird life. The water was black with them, forming a belt from 50 to 100 yards wide, and almost as far as the eye could reach. The birds had evidently found a school of small fish upon which they were gorging themselves. At different times in the inlet a number of fur seal were seen disporting themselves in the water.

At 3.30 p. m. the ship was hove to to board a small schooner, the *Jayhawker*, of Juneau, E. H. Bogues, master. The only occupants of the vessel were Mr. Bogues and a boy of 11 years of age. Mr. Bogues was sick. The schooner had sprung a leak and was half full of water, and the two sailors were entirely out of provisions. The captain offered to tow them into a neighboring harbor, but they declined his assistance. He then sent them some provisions and left them. It was afterwards learned that the schooner and master were famous for smuggling. A superb sunset closed a day of wonderful scenery. For grandeur of scenery Cooks Inlet greatly surpasses the properly famed scenery of southeast Alaska. Early in the morning of May 31 the *Bear* dropped anchor at Karluk. In the harbor were the American barks *Harvester*, *Merom*, and *Nicholas Thayer*. During the forenoon I went ashore and inspected the Government schoolhouse which was erected several years ago at this place. During the past two years, owing to the smallness of the appropriation of Congress, the schoolhouse has been closed. Karluk is the most famous place in the world for salmon, there being six or seven large canneries at this place.

Returning from the visit to the village, at 2.15 p. m. the ship got under way for Afognak. The wind freshening into a gale and being dead ahead, with a heavy sea, the captain put into Uyak Bay and anchored. This bay runs inland some 27 miles, and in connection with Kaliuda Bay on the eastern side of the island almost cuts the great island of Kadiak into two portions; the trail between the bays is about 8 miles. At anchor in the bay was the small fishing steamer *Ella Rolhfs*. Rich quartz gold mines are reported at the head of the bay. The storm having somewhat abated, at 2.50 a. m., June 2, we were again under way. At 9 o'clock we turned from Shelikof into Karluk Straits. These straits, which separate Afognak and Kadiak islands, are about 20 miles long and 2 miles wide. On a clear day the trip through them furnishes beautiful scenery. Soon after entering the straits we overtook the Alaska Commercial Company's schooner, the *Kadiak*, which had been reported lost. Captain Healy very kindly offered to tow the schooner into Kadiak, which offer was gladly accepted. Several times during the day we again saw the wonderful sight of myriads and myriads of birds covering the face of the sea; among the birds were seen several whales.

At 1.15 p. m. we came to anchor abreast of the village of Afognak, and an opportunity was afforded me to go on shore and inspect the schoolhouse and interview the teacher. Returning on board, the *Bear* got under way. At 3.20 p. m., turning southward from Karluk Straits, we entered the romantic and beautiful Ozinkey Narrows between Kadiak and Spruce islands. With a strong tide in our favor, we swept swiftly through the Narrows past the village of Ozinkey, where I lay at anchor in 1886 in the schooner *Leo*. We again met myriads of birds darkening the water in search of fish. Those met in the forenoon were of a white color; those in the afternoon were brown. About 7.10 p. m. the ship anchored about midway between Kadiak and Wood Island villages. Going ashore at Wood Island, I had the privilege of spending the night with Mr. Roscoe at the mission of the American Baptist Woman's Home Missionary Society. Mr. Roscoe's work has met with bitter opposition, and even persecution, from some who should have stood by him; at times even his life has been in danger, but through it all he has come out triumphantly, and now has eighteen Russian creole and Aleut children in the home. The next day I went over to Kadiak and visited Mr. Washburn, agent of the Alaska Commercial Company, and Mr. Solter, teacher of the Government school. Here I was reminded that, although so little is known by the general public of Alaska that it is considered a comparatively new country, yet the citizens of Kadiak at the time of

my visit were making preparations to celebrate the centennial of the establishment of the Russian Church in their village.

In the afternoon of June 4 the ship got under way for Unga. The trip through the southern entrance to the harbor of Kadiak out to sea is one of great interest and beauty. Passing between Wood and Pick-nick islands, by the southwest end of Long Island, through Chiniak Bay, a large number of needle rocks are seen rising from the sea. Long Island has been leased from the Government and stocked with silver gray foxes. Passing Cape Greville, 15 miles south, carries us abreast of Ugak Island, which is a landmark for sailors bound for Kadiak by the southern entrance. Here in 1784 a decisive battle was fought between the natives and the Russians. After the repulse of the attack of the natives on the newly-formed settlement of the Russians at Three Saints Bay, Shelikof concluded that his only safety was in giving the natives a severe lesson. Hearing that they were intrenched on the island, he took one of his vessels and with an armed force made an attack upon them. Being unable to reach them with his small cannon, a landing was effected and a successful assault was made upon the native stronghold. A number of the natives in their desperation leaped from the cliffs into the sea and were drowned, and about one thousand were taken prisoners.

To the west of Ugak Island is St. Orlovsk, an old Russian settlement. Twelve miles farther down the coast is Kilinda Bay, also containing an old Russian settlement. A few miles farther south and we pass Sitkalidak Island, behind which is the Bay of Three Saints. This bay was first visited by Grigor Ivan Shelikof in 1784 and named the Three Saints Bay after his three vessels, the *Archangel Michael*, *Simeon*, and *Anna*. He formed a fortified settlement, which was soon attacked by the natives, who were smarting under the wrongs which they had suffered from previous parties of Russian fur seekers who had visited their shores in ships. Peace was only secured for the settlement through a bloody war. Making Three Saints his central station, Shelikof soon had settlements located at all desirable points along the east shore of the island, and also at Karluk, on the west coast, where in 1785 he placed fifty-two Russians and a number of native hunters. As Three Saints was the first permanent Russian settlement in Alaska, it also had the honor of securing the first church building, erected in July, 1796. A school had been taught in 1785 by Shelikof and his wife, and again by Father Juvenal, who opened his school on the 19th of June, 1796. In 1796 the headquarters of Russian operations was removed from Three Saints to Kadiak. From Three Saints to Kadiak there is almost continuous inland navigation for kyaks and small boats, formed by the straits between the main island and smaller outlying islands.

Steaming southward, we pass beyond the southern point of Kadiak and lay our course for Ukamok Island. Alitak Bay, in the southwestern end of Kadiak Island, is the first point on the island visited by the Russians. This was by Stepan Glottov, who landed here in the fall of 1763, and subsequently wintered at Kiyavak (Kahgovak), on the southwest side of the island.

At 2.45, on the morning of June 5, we passed Trinity Island, 11½ miles south of the southern point of Kadiak Island. At noon we were abeam of Chirikof Island. This island, discovered by Captain Cook on April 4, 1794, is about 10 leagues in circumference. Passing along its eastern side, it seemed high and rocky. This island is historic as the "Botany Bay" of Russian America, being the place where murderers and the more desperate criminals were taken and left largely to themselves. The island was treeless and without vegetation except moss and lichens. However, innumerable wild fowl nested on its cliffs, schools of fish frequented its surrounding waters, and the marmot abounded in the crevices of the rocks. As marmot fur is highly prized for parkas, the convicts set themselves to procuring it for a living.

In 1869 Captain Evans, of the United States revenue cutter *Lincoln*, making an inspection of the southern coast of Alaska, called at the island. He was accompanied by Mr. Vincent Collyer, secretary of the Board of Indian Commissioners. Not knowing the character of the settlement, and moved by their stories of privation and destitution, a large supply of provisions and goods were landed for their relief. The sugar was at once brewed into beer (quass) and the whole community reveled in drunkenness as long as the supplies lasted. From the visit of the ship they learned that they were no longer under Russia, and were free to go or come. Stimulated by the memory of the good things

slow and must be burdened with the food for their own maintenance. This food is now put up in cans in large quantities by several Chicago houses, and consists of the refuse meat from the slaughter houses prepared in a way which preserves it. Although this food is not so expensive as other meats, the cost is high when immense freighting charges must be paid by the miners. On the other hand, trained reindeer will make in a day two or three times the distance covered by a dog team, and at the end can be turned loose to gather their support from the moss, which is always accessible.

This need of transportation facilities to the Yukon gold region is of the most urgent nature. Dr. Jackson, on his recent trip in the revenue steamer Bear, met at the mouth of the Yukon River a number of persons who had been brought on the steamer Arctic down the Yukon from the gold fields. Among them were Rev. and Mrs. T. H. Canham, Miss MacDonald, and Mrs. Bompas, all of the Church of England Missions. Circle City, they said, was progressing rapidly. A corner lot, fifty feet front and one hundred feet deep, sold just before they left for \$2,500 in gold; another lot, thirty feet front and fifty feet deep, with an uncompleted two-story building, sold for \$7,000 in gold. Half the buildings in the place are saloons, and liquor costs 50 cents a drink. This summer there were 1,150 inhabitants. There are about forty white women in the district. Last winter the thermometer registered at 5 P. M. 66 degrees below zero for three weeks at a time. At the Mastodon mines the temperature last winter got as low as 70 degrees below zero, and this summer it rose to 103 degrees above zero. In spite of the great hardships which attend life in the Yukon River region small settlements are springing up rapidly, and the total population of the region is said to be about 4,000 white miners and 10,000 natives. To communicate with all of the different settlements and carry supplies to prospectors in outlying regions, Indian dogs are most inefficient, and not until reindeer have been introduced for this purpose in large numbers will these miners have more than the barest necessities of life.

Dr. Jackson says that there are in Northern and Central Alaska, at a moderate estimate, about four hundred thousand square miles of territory unadapted to agriculture or the grazing of cattle, and without an adequate food supply even for the Eskimo inhabitants. That whole region, however, is supplied with the long fibrous white moss which is the natural food of the reindeer, and this moss is capable of furnishing food and clothing for men only by its transformation into reindeer meat and furs. Taking the statistics of Norway and Sweden as a basis, Arctic and sub-Arctic Alaska could support 9,000,000 reindeer, furnishing a supply of food and clothing and means of transportation to a population of a quarter of a million. The value of the reindeer at the price of \$9 each, which is that of Sweden, would be to this Government over \$80,000,000.

Dr. Jackson says that briefly the stocking of Alaska with reindeer means the opening up of the vast and almost inaccessible regions to white settlers and civilization. It means also the opening of a vast commercial industry. Lapland, with 400,000 reindeer, supplies the grocery stores of Northern Europe with smoked reindeer hams at 10 cents a pound, with smoked tongues at 10 cents each, with dried hides at \$1.25 to \$1.75 each, with tanned hides at from \$2 to \$3 each, and with 23,000 carcasses to the butcher shops, in addition to what is consumed by the Laps themselves. Fresh reindeer meat is considered a great delicacy, and Russia exports it frozen in car loads to Germany. The tanned skins and hair are of great value commercially, and the best glue made to-day comes from reindeer horns. On the same basis Alaska, with its capacity for 9,000,000 head of reindeer, could supply the markets of America with 500,000 carcasses annually, tons of hams and tongues, and the finest of leather. As has been stated, the first object of the domestication of the reindeer was to provide a source of food for the Eskimos. It will mean in addition, Dr. Jackson says, their perpetuation, multiplication, and civilization. Their children learn readily in the schools, and there is no reason why they should not be made an important factor in the development of that land.

THE REINDEER IN ALASKA

Union and Advertiser

IMPORTANCE OF DR. JACKSON'S

IDEA TO MINERS.

Jan 30. 1897

Present Difficulties of Carrying Supplies to the White Miners in the Yukon Region—Commercial Value of the Reindeer—The Domestication of the Reindeer in Alaska.

Rochester N.Y.

Washington Correspondence New York Sun.

The Rev. Sheldon Jackson of the Bureau of Education has returned to Washington from Alaska, where he has general superintendent of schools, together with quasi-official superintendence of the reindeer stations which are being gradually established in that country. It has been almost entirely through his efforts that the requisite aid has been obtained from Congress for establishing the stations and obtaining the reindeer from Siberia. In 1890, while traveling through Alaska on one of his annual tours of inspection, Dr. Jackson became convinced of the necessity of taking steps to prevent the extermination of the Eskimo by starvation and disease. After a thorough investigation he decided that the only way to avoid the deplorable condition which confronted the Tlingit race was to import and domesticate the Siberian reindeer. Upon his return to Washington he immediately put into operation his plan, which was to establish the first reindeer station under the charge of Laplanders skilled in the care of the animals. Under these Laplanders were to be placed Eskimo apprentices until the assistants learned the business, when they were to have the superintendence of herds at other and more remote places.

Although Dr. Jackson has not succeeded in getting as large an appropriation for this purpose from Congress as he thinks is really necessary for carrying on the work, the amount granted last year was \$5,000 in excess of that appropriated the year before, and on the tour of investigation, from which he has just returned, Dr. Jackson was very much encouraged by the progress which has been made at the various reindeer stations. With the increased appropriation this year, which he has every reason to expect will be made, the work can be continued on a larger scale and the good which has been done among the natives in the immediate vicinity of the reindeer stations can be carried still further afield. Unfortunately this year the revenue cutter *Bear*, upon which they have relied in the past for the transportation of the Siberian reindeer has had so many other duties in connection with the revenue service that she was not available for this work and the matter was intrusted partly to private enterprise. Arrangements were made with Minor W. Bruce to purchase deer on the Siberian coast and deliver them to the government at so much a head on the Alaskan shore. Through a combination of circumstances he failed to carry out his contract, and the result was that no deer were purchased this season. Dr. Jackson considers it just as well that this attempt to procure deer through private persons has failed. Russia, having through her minister here given permission to the United States to purchase reindeer in Siberia, would naturally expect the agents of the United States to be responsible men.

left by the ship, they determined to abandon their island prison and make a desperate venture for liberty. Packing the whole population into two skin-covered bidarkas, they safely made the island of Kadiak, 80 miles distant.

June 6, at 6 a. m., we passed 4 miles north of Castle Rock. We are now at the eastern entrance of the Shumagin Archipelago. To the south of us were the Big and Little Koninski, Simeonoff, and many smaller islands; to the north of us, Point Kupreanoff, with the rock-bound coast, snow-covered, glacial-swept mountains and ravines of the peninsula. Directly in front were the islands of Nagai, Andronica, Korovin, Popoff, and Unga, with innumerable islets and rocks. About 9 o'clock we entered Gorman Straits, passing between Korovsin and Andronica islands, on the former of which is a small Russian settlement of two families, with four or five houses and a small Greek chapel. We are now in the neighborhood of the point where, on August 30, 1741, Bering landed to bury Shoomagin, one of his seamen. As the natives destroyed the cross that marked the grave as soon as the Russians left the beach, all trace of the exact spot has been lost. From the account of the expedition it was probably either on Popoff or Nagai islands.

Leaving Pirate Cove, with its sheltered cod fishery, to the right of us, we pass down the east coast of Popoff Island, round the head, and make direct for Delaroff Harbor, where we make anchor at 11.45 a. m., abreast of the village of Unga. Taking an early lunch, I went ashore and found Mr. O. R. Kinney, the teacher, on the beach waiting for me. Under his guidance we visited the schoolhouse, which has been enlarged and repainted since I left there a year ago. From the schoolhouse we visited the "Martha Ellen Stevens" cottage, where he resides, and while there discussed school matters.

The entrance to the harbor is most picturesque. At the southern side a large opening or cave extends through a rocky headland, giving the appearance of an immense elephant, the cave or open space separating the elephant's trunk from his fore legs. The southern point of the island is a precipitous rock, making a high cape, with a large number of needle rocks clustering around its base, while a few miles beyond, as outlying sentinels, are the Sea Lion Rocks. At the northern entrance of the harbor are large, detached, precipitous rocks at the base of high, perpendicular rock cliffs, cliffs and rocks alike being covered with nesting birds. In a sheltered nook on the north side of the harbor is the village, with a population of 159.

Returning to the ship, at 6.25 p. m. we were under way for Sand Point. Steaming up Popoff Straits and passing a small settlement at Squaw Harbor, we rounded Sand Point, and at 8.25 p. m. anchored in Humboldt Harbor, off the village of Sand Point. This village consists of a half dozen houses belonging to Lind & Hough, of San Francisco, and a United States custom-house. A small hotel is in process of erection. At anchor in the harbor were the British sealers *Venture* and *San Jose* and *Walter L. Rich*, all of Victoria, British Columbia, and the American schooners *Czarina* and *Venture*. The sealers had large crews of British Columbia Indians, and were awaiting the end of the closed season to engage in sealing. This is the central depot of the North Pacific cod fishing, the *Czarina* being at the dock loading codfish for San Francisco. At the wharf, and forming the foundation of a portion of the same, was the hull of the schooner *John Hancock*, wrecked at the Sand Point Wharf. The *John Hancock* was built as a naval steamer at the Charlestown (Massachusetts) Navy-Yard in 1850-1852, and was in Commodore Perry's Japan expedition in 1853-54, after which it was condemned and sold into the merchant service. While in the merchant service and loaded with lumber it was abandoned at sea, off the coast of Oregon. Being recovered and brought into port, it was resold to Lind & Hough, who placed it in their codfish trade in the Shumagin Islands, where it has left its bones in the harbor of Sand Point.

June 8, at 2.10 a. m., the *Bear* got under way. Passing out from the north end of Popoff Straits, we skirted the north end of Unga Island, through Unga Straits, and passed the entrance of Portage and Beaver bays down past Seal Cape. About 6 a. m. we passed a small settlement of Aleuts on Wosnesewsky Island. The Alaska Commercial Company, who have had a small trading station at this village, have this season closed it.

Passing to the north of Ukolsnoy Island, almost directly ahead was the celebrated Pavloff Volcano, smoking with its old-time fidelity.

Pavloff and Canoe bays, on the Pacific Ocean side, extend inland across the peninsula to within 4 miles of the waters of Herendeen Bay and Port Moller, on the Bering Sea side. In several places the peninsula is nearly cut in two by the fiords that extend nearly across from the Pacific Ocean to Bering Sea.

Turning southward, we soon entered the narrow straits between Dolgoi and Goloi islands and the Belkofsky peninsula and Inner Iliasik Island, then through Iliasik Pass, after which we hauled up for Belkofsky, situated upon the bluffs directly in front of us, coming to anchor abreast of the village at 11.45 a. m. After lunch I went ashore, visiting the traders, the Russo-Greek church, and Father Metropolski, the priest.

The trader reported no school. The priest reported one taught two days in English, two days in Russian language, and the remaining two days of the week given to instruction in the church catechism.

Got under way at 1.30 a. m., June 9, standing south between Bold Cape and Deer Island with Unca Rock directly ahead. At 3.10 raised Umnak Island in the fog and soon after were flying through Unimak Pass with wind and sea in our favor, and leaving a gale behind us in the Pacific Ocean. Once in the lee of Akun and Akutan islands we had smooth sailing.

Monday, June 10, at 5.40 a. m., the *Bear* made fast to wharf at Dutch Harbor.

Tuesday, June 11, I went over to Unalaska to spend the morning with Mr. Tuck, but found that he was about sailing for Puget Sound on the ship *Wooster* for his vacation. He expects to visit his mother in Maine.

June 12, at 1 p. m., a whaleboat was seen entering the harbor and the steam launch was sent off to meet her. It was found to be one of the wrecked boats of the whaling bark *James Allen*, and contained Capt. A. Huntley and 6 men.

They reported having left in an old barabara on Umnak Island 9 of their comrades.

One boat containing 8 men was found by Alexander Sheisinkoff, Alaska Commercial Company, trader at Atka. Discovering them lost at sea, he built a fire upon the top of a neighboring hill to attract their attention and then went out in a kyak through a dangerous sea to intercept and bring them in. He then furnished them with needed clothing and kept them until the Alaska Commercial Company's steamer *Dora* called in and took them off. The *Dora*, meeting the U. S. S. *Petrel* (Captain Emory commanding) at sea, gave them over to him. They were then brought to Unalaska and some of them found employment with the North American Commercial Company.

Upon the arrival of Captain Huntley and crew on the *Bear*, word was at once sent to Captain Healy, who was on shore. With his usual promptness, orders were issued to prepare for sea. The boilers had been "blown down" and the engine taken apart for repairs, but with lives at stake the men worked with such a will that in four hours the engine was repaired, the boilers filled, steam got up, and we were off to sea at 7.05 p. m.

Wednesday, June 13, a head wind and a heavy head sea made our progress very slow. One hour under full head of steam we made but 1.6 knots.

We expected to reach Umnak Island early in the morning, but the storm was so severe that we did not reach it until the following forenoon. To-day the U. S. S. *Albatross* started out to join in the search, but returned to the harbor on account of the storm.

Having arrived Thursday, June 14, at 10.30 a. m., in the neighborhood of the camp, the ship lay "off and on" while Lieutenant White and Captain Huntley were sent in charge of two cutters through a heavy sea to rescue the men.

Upon reaching the shore and entering the hut, they found nine men gathered around the fire with a pot of human flesh on cooking, which they had cut from the body of the man who had died and been buried two weeks. Upon perceiving the rescue party they gave a feeble hurrah, and, laughing and crying by turns, remarked that they were sorry to say that they were cannibals, but that starvation had stared them in the face and they were compelled to resort to that food. They reported that Gideon had died June 7 and they had eaten him. When he was gone, they had dug up Pena, who had been buried on May 30, and were now (June 14) eating him. When they reached the ship they were so weak that some of them had to be carried and all of them helped to the forecabin, where the clothes, swarming with vermin and

The secretary of state has recently communicated with the czar of Russia, requesting permission for the bureau of education to station a purchasing agent with one or two herdsmen at some suitable point on the coast of Siberia adjacent to Alaska. It is presumed that this request will be granted, and this year the bureau of education will probably be able to send its own agents into the field.

Herds of reindeer are now located at five places in Arctic Alaska; Port Clarence, the main station, under the management of a superintendent appointed by the bureau of education; Cape Prince of Wales, a mission of the Congregational Church; Cape Nome, in charge of three experienced native Alaskan apprentices; the Swedish mission at Golovin Bay, and St. James' Episcopal mission on the Yukon. The number of reindeer at these stations is now 1,100 head. At the main station, called the Teller station, during the year twenty-two deer were broken to harness, making in all fifty-two sled deer in the herd, and much time was given to the training of these deer for freighting and traveling purposes. In the general plan of distribution it has been the purpose to supply the mission stations in the order of their proximity to the central herd. Some little difficulty was experienced with the natives, among whom the report was current that only the whites were to receive any benefit from the reindeer. It was hard to disabuse their minds of this notion, and this was finally accomplished only by lending several of the more advanced of the native herders about 100 head of deer. Many natives are now coming into possession of reindeer of their own, and they take great pride in their care. In the future it is proposed that from two central herding stations, one at Port Clarence, near Behring's strait, and another on the Kuskokwim river, north of Bristol Bay, herds of 100 deer with native herders, shall be distributed to the various mission stations. A continuous line of herds will then be placed for the entire distance to the important station at St. Michael's, near the mouth of the Yukon river. A line of stations might also be established along the Yukon to the gold station at Forty-Mile Creek. If two herds of 1,500 each could be established at the two main distributing points, experience shows that the annual increase of the herd, if well cared for, would furnish three herds of 200 each year.

There is much that is interesting in regard to the plan of reaching the Yukon gold district by means of reindeer. During the past season the influx of miners into the Yukon region has produced a very urgent call for reindeer for freighting purposes. In the original plan for the purchase and distribution of reindeer, reference was mainly had to securing a new food supply for the famishing Eskimos, but it is now found that the reindeer are as essential to the white man as to the Eskimo. The placer mines of the Yukon region are from twenty-five to one hundred miles from the Yukon river. The provisions brought from the south by the five steamers now in that region and landed upon the banks of the river are transported with great difficulty to the mines. So great was the extremity last winter that mongrel Indian dogs cost from \$100 to \$200 each for transportation purposes, and the freight charges from the river to the mines, thirty miles distant, ranged from fifteen to twenty cents a pound. The difficulty experienced in providing the miners with the necessaries of life has demonstrated the necessity of reindeer transportation. Back from the riv-

ers in Alaska there are no roads and, to a great extent, no transportation facilities whatever. In the limited traveling of the past dogs have been used, but dog teams are slow and must be burdened with the food for their own maintenance. This food is now put up in cans in large quantities by several Chicago houses, and consists of the refuse meat from the slaughter houses prepared in a way which preserves it. Although this food is not so expensive as other meats, the cost is high when immense freighting charges must be paid by the miners. On the other hand, trained reindeer will make in a day two or three times the distance covered by a dog team, and at the end can be turned loose to gather their support from the moss, which is always accessible.

This need of transportation facilities to the Yukon gold region is of the most urgent nature. Dr. Jackson, on his recent trip in the revenue steamer *Bear*, met at the mouth of the Yukon river a number of persons who had been brought on the steamer *Arctic* down the Yukon from the gold fields. Among them were the Rev. and Mrs. T. H. Canham, Miss MacDonald and Mrs. Bompas, all of the Church of England Missions. Circle City, they said, was progressing rapidly. A corner lot, 50 feet front and 100 feet deep, sold just before they left for \$2,500 in gold; another lot, 30 feet front and 50 feet deep, with an uncompleted two-story building, sold for \$7,000 in gold. Half the buildings in the place are saloons, and liquor costs 50 cents a drink. This summer there were 1,150 inhabitants. There are about forty white women in the district. Last winter the thermometer registered at 5 p. m. 66 degrees below zero for three weeks at a time. At the Mostodon mines the temperature last winter got as low as 70 degrees below zero, and this summer it rose to 103 degrees above zero. In spite of the great hardships which attend life in the Yukon river region small settlements are springing up rapidly, and the total population of the region is said to be about 4,000 white miners and 10,000 natives. To communicate with all of the different settlements and carry supplies to prospectors in outlying regions, Indian dogs are most inefficient, and not until reindeer have been introduced for this purpose in large numbers will these miners have more than the barest necessities of life.

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reeking in filth, were cut off of them and thrown overboard. They were then thoroughly washed and hair cut. When stripped of their clothing, their emaciation showed their suffering.

It has since been learned that the wrecked men in the hut were within 6 miles of a small Aleut village. But they knew nothing of the existence of the village, and the villagers saw nothing of the sailors. At 12.40 the ship started for return to Unalaska, reaching there at 4.20 a. m. on June 15.

The mail steamer *Crescent City* had arrived during our absence. At 3 p. m. the U. S. S. *Alert* came in.

On Saturday, June 16, at 7.30 p. m., the Alaska Commercial Company's steamer *Bertha* arrived from San Francisco. Schooner *Carrier Dove* anchored just outside of the spit. At 9.50 p. m. U. S. S. *Concord* came to anchor in the harbor.

On board of the steamer *Bertha* were Rev. John W. Chapman and wife, Miss Bertha W. Sabine, and Miss Mary Glenton, M. D., for Anvik, Yukon River; Miss Margaret F. Macdonald for Church of England Mission, Buxton, Yukon River, and Miss Home for the Swedish Mission at Golovin Bay. Among other passengers were Mr. Fredericks and Mr. Wilson, Alaska Commercial Company traders at St. Michael.

At 11 a. m., June 17, fourteen of the rescued sailors were sent with Capt. Arthur Huntley on board the *Crescent City*, Captain Healy having arranged for their transportation to San Francisco.

After they had gone, in cleaning up, one of the sailors found a piece of human flesh in the pocket of an oilcloth coat which the shipwrecked men had left on board the *Bear*. At 12.15 p. m. the *Crescent City* went over to Unalaska for the mail, and in the afternoon went to sea. At 9.10 p. m. the Hawaiian steamer *Alexander*, Captain Green master (whaling), dropped anchor. Captain Green reported the loss of the whaling bark *Abraham Barker*, of New Bedford, Gifford master, in the ice off Cape Navarin about the middle of May. All hands saved.

Monday, June 18, immediately after breakfast, I went over to Unalaska and had a conference with Mr. Rudolph Neumann concerning the boundaries of the school lot, after which, with Captain Hayes, representing the Alaska Commercial Company, I staked off about 600 feet square to the east of the Alaska Commercial Company's barnyard. Was on shore all day. Took lunch with Captain Hayes on *Dora*, and dinner with Captain Hague and Rev. Mr. Chapman and party on the *Bertha*. At 6.35 p. m. the U. S. S. *Albatross* returned to the harbor, reporting no traces of the wrecked whalers.

On Wednesday, June 20, at 8.15 a. m. the *Bear* got under way for Segum Island, where it was rumored there were some shipwrecked whalers.

Passing along the Four Mountain group of islands, we made Segum Island June 22 at 3.45 a. m. The engine was slowed down and a careful examination of the coast was made. At 9.15 a. m. Lieutenant Dodge and crew of men were sent off in a cutter to examine a portion of the coast which a reef of rocks made it dangerous for the ship to approach. Becoming satisfied that there were no men on the beach, at 11.15 a. m. the course was shaped for Cape Navarin, Siberia, where we will make an effort to secure some reindeer.

June 26, 11.50 a. m., land was sighted to the westward of Cape Navarin, Siberia, distant about 15 miles, and at 3.40 we came to anchor in the bight to the westward of Cape Navarin. We remained at anchor all night, hoping to get in communication with some of the deer men that have herds in that neighborhood.

On Wednesday, June 27, 5.30 a. m., no deer men having shown themselves on the beach, the ship got under way for Cape Aggen, Siberia. At 3 p. m. we were abreast Cape Navarin, a beautiful, bold, and rugged promontory. At 7.12 p. m. we were abreast Cape Thaddeus.

Upon reaching Port Clarence we were informed by the whalers that the inhabitants around Cape Thaddeus were in a starving condition. They also reported the whaler *Archangel Gabriel* was still fast in the ice.

Thursday, June 28, at 10 p. m., being unable to make Cape Aggen on account of the fog, the course of the ship was changed and we made for Plover Bay, Siberia.

June 29, at 9.45 a. m., we stopped abreast of Eutoxia's village. The surf being too bad to land and no one coming off from shore, we turned into Plover Bay, Siberia, where we came to anchor at 11.40 a. m. A number of the natives came on board ship. Not hearing of any reindeer in the neighborhood, at 5.40 p. m. the ship got under way for St. Lawrence Island. A stop was again made abreast of Eutoxia's village,

but no one coming off the ship was soon on its way. Before reaching Eutoxia's village we passed seven or eight native boats filled with men. They had evidently sighted a whale.

At 4.25 a. m. June 30 the ship came to anchor off south side of St. Lawrence.

Having given Captain Warren and party their mail and supplies at 8.40 a. m., we got under way for Cape Tchaplín, Siberia.

We soon encountered our first ice and saw a number of walrus and seal. Two of the walrus were shot by the captain.

Working our way through the ice, at 4.40 p. m. we came to anchor off the village at Indian Point (Cape Tchaplín), Siberia. Koharri, one of the principal men, and a large number of the natives came on board.

At 7.20 p. m. ship got under way for South Head, Siberia, where at 5.45 a. m. July 1 we came to anchor off the village of Ahkawahnee, on south side of Cape Krleougoune. A large number of natives came off to the ship, among them being Peter, with whom had been left last season some barter goods to trade for reindeer. Finding that the herd was a few miles to the westward the ship got under way at 8.40 a. m., and, working to the westward through the broken ice, came to anchor at 10.55 a. m. off the small native village of Toray. A runner was at once sent to have the deer driven to the beach. In the afternoon while waiting for the reindeer I accompanied Mrs. Healy and a number of the officers on shore to visit the village, returning to the ship about 5 p. m., when the herd was seen coming over the slope of a mountain. At 8 p. m. the first load of 17 deer was taken on board, at 9.50 a load of 15, and at 11.45 p. m. the last load of 16, after which the owners were paid off, it being after 1 o'clock a. m. before the work was completed.

July 2, at 5.40, we got under way for King Island and reached there at 7.50 p. m. The natives were soon on board in large numbers, from whom I purchased 7 walrus skins for the use of the reindeer station. At 10.10 p. m. we got under way for the Teller Station, Port Clarence, Alaska.

At 5.25 a. m. July 3 came to anchor off Cape Spencer, in the midst of the whaling fleet. The steamer *Jeanie*, Mason, master, with stores and supplies for the whaling fleet, brought us our mail. The letters were written from the 13th to the 23d of May, and are the last that I will be able to receive until I return to Unalaska, the last of September.

At 10.35 a. m. got under way for the Teller Reindeer Station at the upper end of the bay, and at 12.20 noon dropped anchor off the station. Soon after, Mr. W. T. Lopp came on board for his mail. After lunch, returned ashore with Mr. Lopp to look after the landing of the deer; also, lumber and poles for the station. Finding that the ship would remain at anchor over the 4th, I remained on shore overnight. Mr. Lopp and I conferred together until late in the night.

At 4 a. m. July 4 was awakened by the firing of the morning gun from the *Bear*. At noon a national salute of 21 guns was fired, and at 7 p. m. another gun was fired. The ship was gaily dressed with bunting, and looked finely with broadside to the shore.

Immediately after breakfast Mr. Lopp, Mr. Grubin, and myself went into the business of taking an inventory of the Government property at the reindeer station, finishing about 5 p. m.; after which I went over

to the *Bear* with a quantity of reindeer trade goods that had been left at the station last fall.

At 7.30 p. m. the *Bear* got under way and steamed over to a watering place on the south side of the bay.

July 6, having secured 4,275 gallons of fresh water, at 1.15 p. m. the *Bear* returned to Cape Spencer, coming to anchor at 3.05 p. m.

July 7, 8, and 9 were spent in coaling ship.

On the evening of July 9, Captain Weeks, Sherman, and Porter, and myself, Lieutenant Dodge being in charge, went with the steam launch to the reindeer station after the herders that were to be returned to Siberia. When two-thirds of the way over we met Mr. Lopp and the herders coming to the ship; taking them in tow of the launch we returned to the station, where the herders were paid off.

Returning to the ship about 11 o'clock p. m., Mr. Lopp and I went to the pilot house of the *Bear* and discussed plans until 2 o'clock in the morning.

July 10 letters were sent on board the *J. D. Peters*, to be taken down to Unalaska, and the *Bear* got under way for Ahkawahnee, Siberia, to return Enker and Ranken, together with Kimok, Peter, and Nowatat, deer-men. I spent the afternoon in reading papers (two months old)

Dr. Jackson says that the opening of Alaska with reindeer means the opening up of the vast and almost inaccessible regions to white settlers and civilization. It means also the opening of a vast commercial industry. Lapland, with 400,000 reindeer, supplies the grocery stores of northern Europe with smoked reindeer hams at 10 cents a pound, with smoked tongues at 10 cents each, with dried hides at from \$1.25 to \$1.75 each, with tanned hides at from \$2 to \$3 each, and with 23,000 carcasses to the butcher shops, in addition to what is consumed by the Laps themselves. Fresh reindeer meat is considered a great delicacy, and Russia exports it frozen in car loads to Germany. The tanned skins and hair are of great value commercially, and the best glue made to-day comes from reindeer horns. On the same basis Alaska, with its capacity for 9,000,000 head of reindeer, could supply the markets of America with 500,000 carcasses annually, tons of hams and tongues, and the finest of leather. As has been stated, the first object of the domestication of the reindeer was to provide a source of food for the Eskimos. It will mean in addition, Dr. Jackson says, their perpetuation, multiplication, and civilization. Their children learn readily in the schools, and there is no reason why they should not be made an important factor in the development of that land.

For Enserp Book (Dup)

*St Paul. Minn. Pioneer-Press
Feb 6, 1897*

REINDEER IN ALASKA.

The report of Mr. Sheldon Jackson, general agent of education for Alaska, on the introduction and herding of reindeer in that territory, is exceedingly interesting in its way. The idea of introducing reindeer into our extreme Northwestern province originated with Mr. Jackson in 1890 when he visited Northern Alaska for the purpose of establishing schools, and found the people gradually dying off from starvation. Investigation showed that the prosecution of the whaling and walrus industries in the Northern seas had deprived the natives of a large part of their natural sustenance, and that American canneries had also contributed to the same end. Mr. Jackson's mission was to establish schools, but he saw that to do this for a slowly dying people would be useless and impracticable. He looked about him for some solution of the problem which appealed to civilization and humanity and he believed that he

found it in the introduction of reindeer. By this means the Alaskan Esquimaux were to be made herders instead of hunters, much land formerly useless would become available and the ends of education would be served by the gradual and softening change induced in the people by the modification of their wild and wandering habits.

The first domestic reindeer brought to Alaska were imported from Siberia, where the herding of these animals is the commonest of avocations. They were procured with difficulty and in small numbers at first, in order that the experiment of transportation might be made carefully. It proved successful so far as the safe transportation and acclimatization were concerned. All purchases during the first two years were made by the contributions of individuals interested in the cause, bills for appropriations having failed to pass congress. In 1893, however, an appropriation of \$6,000 was made and since then two more, of \$7,500 each, have been appropriated.

The Esquimaux have been instructed in the art of herding by Lapps, who are considered the best trained herders in Northern Europe. A number of these men have been induced to remove to Alaska with their families and their instruction has proved most satisfactory. With every year the conditions have improved, new herds have been added and the increase by fawning has been normal. It is estimated that the country could support 9,000,000 reindeer, which in their turn would make a return to the population in the way of meat, hides, milk and all dairy products, which would furnish sustenance for all inhabitants.

Mr. Jackson's report is interesting in itself and furnishes a simple solution of the problem whose satisfactory handling we assumed that we came into possession of Alaska. The reindeer experiment has cost but little, so far, and it appears to be the entering wedge of civilization among the Esquimaux of Northern Alaska. To modify the characteristics of an entire people and to preserve their existence to humane ends is certainly worth the doing, even when it is more costly and laborious than it appears to be in this instance.

REINDEER HERDS IN ALASKA.

Wash. Post Feb 16, 96
Commissioner Harris in Favor of Stocking Islands and Mainland at Once.

Editor Post: I notice an article in the issue of your paper of the date of February 9, in regard to the recent proposal to appropriate the sum of \$45,000 to introduce domesticated reindeer into Alaska. In the article that you have published, you say that the object of the reindeer is the prevention of starvation on the part of the natives. The sum is a little more than double the amount of \$19,500 appropriated last year by Congress for the 199 natives on the islands of St. Paul and St. George, called the Pribiloff Islands, who had been deprived of their support by the failure of the seals fishery. The sum appropriated by Congress to be expended under the direction of this bureau for the education of the Alaskans has been \$30,000 per annum for the past three years. This bureau has recommended, and the Secretary of the Interior has approved of the plan to make the education of the Alaskans not only a book education but an education in the arts of civilized life, in so far as those arts are fitting and proper for the climate and surroundings of Alaska.

From the fact that Alaska furnishes in immense quantities the moss on which the reindeer feed, it has been correctly inferred that the breeding and training of the reindeer would be a very proper industry for the natives of Alaska, and at once make these natives useful to white settlers who should go there. Little can be done with agriculture in that region, but a large population may yet live on the productions of Alaska if the immense fields of moss are made available through the mediation of the reindeer. Judging by the experience of Lapland and Finland, nearly 10,000,000 of reindeer could easily find permanent support on the moss of Alaska. The native, instead of being in danger of starvation, would then furnish a permanent support of food, not only for his own people but for Arctic voyagers, and for the immigrants to the mines, and for the other settlers from the States. But the question of food supply is not the only one. The communication from one point to another during the long winters of Alaska is performed by dogs. But transportation by the reindeer is much more speedy and sure. The reindeer can find its subsistence at any point in Alaska in midwinter wherever his driver turns him loose; but food for the dogs in traveling has to be transported with the baggage that he carries, or else must be found at the frequent villages which make possible any journey with dogs.

just received.

July 11, 4.34 a. m., we dropped anchor off Ahkahahnee, South Head, where the herders and visitors were landed. The deer men having asked for some barter goods to trade for reindeer during the winter and have them ready to deliver to the *Bear* in the summer of 1895, were supplied.

There being every appearance of a storm outside, at 11.30 a. m. we got under way and went around to Lutke Harbor, St. Lawrence Bay, where we dropped anchor at 2.20 p. m. The captain and nearly all the officers went duck hunting. The officers brought back 44 ducks, the captain 25. This is the harbor where the U. S. S. *Rogers*, while in winter quarters, burned to the water's edge. The crew after suffering many hardships were rescued the following spring by Capt. M. A. Healy, on the U. S. R. M. S. *Corwin*.

At 7.40 a. m., July 12, came to anchorage off East Cape Village. An Umiak load of natives from Lutke Harbor left the ship and went to the village. At 8 o'clock a. m. we got under way and steamed into the bight to the southwest of the cape, and at 9.30 a. m. came to anchor near a native settlement. The steam whaler *Belvidere* was also at anchor at same place.

Captain Healy concluded to send Lieutenant White and Seaman Edwards along the Arctic Siberian coast to visit the deer men and purchase reindeer in advance of the arrival of the ship. An Umiak was secured of Tom Cod and the following natives hired for a trip of from six to eight weeks: Tom Cod, leader, 2 sacks of flour and knife; Claturnan, Claturnan's wife, Kolurigan, Emyia, Tetluk, Amoia, Atukea, each 1 sack of flour and knife.

Provisions and supplies were taken out and packed.

A courier came from Eskimo Frank at Whalen, stating he had 10 deer to sell and would be over as soon as ice and wind would allow.

Sunday, July 15, steam whaler *Belvidere* left and stood through the straits. At 10.05 p. m. got under way for Whalen, Siberia, where we arrived at 1.10 a. m., July 16.

July 18, about 9 a. m., Lieut. Chester M. White, and Seaman Edwards, with Tom Cod and six other natives, left the ship for a boat trip up the coast to Cape Serdze, going in advance of the ship to purchase deer.

July 20, at 12.05 noon, ship got under way and moved up the coast $7\frac{1}{2}$ knots to the mouth of the lagoon, anchoring at 1.20 p. m. At 3 p. m. Lieutenant Reinburg was sent off with some men in the sailing launch after the deer. At 6.10 p. m. the officer returned and reported his inability to reach the deer on account of the surf.

The delay of ten days consumed in securing the 16 deer at Whalen illustrates the difficulty of procuring them on the Siberian coast.

Early in the morning of July 11 the ship dropped anchor on the south side of East Cape, in the vicinity of a herd of reindeer, but the owners lived on the north side of the Cape, where the ship could not go on account of the ice. Five days were consumed in trying to open communication overland with the deer men and waiting for the wind to change.

At length the wind having started from the south, which would drive the ice off shore from Whalen, near midnight on the fifth day, the ship got under way and went around to the north side of the Cape, where communication was secured with the deer men and the deer purchased. After making arrangements for the purchase of the deer on the 16th, nothing further could be done toward catching the deer and bringing them on the ship until the wind should change. It being from the south the surf would not allow landing where the herd was. After waiting in vain till the 19th for the wind to change, negotiations were commenced with the deer men to drive their herd across the peninsula. They finally agreed to bring them to a lagoon, from whence they could be secured by the boats.

At length on the 20th they were reported at the lagoon, but then the surf was so bad on the lagoon that the boats could not be landed, and it was only on the 21st, after eleven days of waiting, that the deer were actually secure on board. There are no harbors in the neighborhood of the deer on the Siberian side. The ship usually anchors off shore in from 7 to 15 fathoms of water, and if the wind comes to blow strong on shore the anchor is raised and the ship goes out to sea, whether she has secured the deer or not. Another difficulty is with the ice. A strong wind off shore blows the great fields of ice seaward, and into the open water near shore the ship steams.

Dropping anchor in the neighborhood of a village, the natives come

off. Negotiations are commenced with the deer men and a certain number of deer purchased. The men are at once dispatched to drive the deer near to the beach, catch and bring them off to the ship.

In the meantime the wind may change, and the great fields of ice that a few days or hours before were driven seaward are now driven landward, and it has sometimes happened that the ship has been compelled to heave up the anchor and leave without procuring the deer already bought. And at other times in holding on to the last moment in order to get the deer on board the ship has become inclosed in the ice and has been held a prisoner until the wind again changes and sends the ice seaward. Again, the ship, by constant butting, has had to break her way through the ice. In doing this upon two seasons the ship has broken her propeller.

July 21, at 8.30 a. m., the sailing launch and second cutter in charge of Lieutenant Dodge were sent into the lagoon after reindeer. At 10.50 a. m. the steam launch in charge of Lieutenant Reinburg was sent into the lagoon to assist with the deer. At 3.55 p. m. the boat returned to the ship with 16 reindeer.

Got under way for Chachong at 5.40 a. m., July 22; at 8.20 a. m. was abreast of Utan; at 1.20 p. m. stopped and picked up Lieutenant White and party, and at 1.50 p. m. came to anchor off Chachong. Lieutenant White reported having purchased a number of reindeer at this place. Men were dispatched at once to drive the herd to the place.

At 3 p. m. Lieutenant White and party left the ship to visit the deer men in the vicinity of Cape Serdze.

July 23, the captain being notified that the herd had arrived, the sailing launch and second cutter, in charge of Lieutenant Reinburg, were sent ashore for deer. Dr. White and myself also went ashore.

At 2.30 p. m. the second cutter returned with 8 reindeer and at 5.30 p. m. the launch and second cutter arrived with 14 more, making 22 in all secured at this place.

Fifteen others had been contracted for, but when the time came the owners refused to sell. This was probably due to the influence of the medicine man, who had a misunderstanding with Lieutenant White.

While ashore Dr. White and myself ascended a high hill about a mile east of the village of Ceshan (Tsha-Tshang). The top of the hill contained an area of perhaps 20 to 25 acres, and along the sea front had a number of stone heaps and circles, probably connected with the religious rites of the people. The inclosed drawings were made for me by Dr. J. T. White, surgeon on U. S. S. *Bear*. Fig. 1 is about 4 feet high, and fig. 2 about 3. Fig. 3 was about 8 feet in diameter and the inner square about 4 by 5 feet. Fig. 4 is an irregular circle about 6 feet in diameter and the inner oblong about 2 by 4 feet. The stones are large, flat flakes of basalt. In the same locality was a circle 50 feet in diameter with a small heap of stones in the center.

During the day the wind had shifted and large masses of ice were beginning to gather around the ship. As soon, therefore, as the reindeer were on board, and their owners paid, the ship got under way (7.30 p. m.), picking her way carefully through the ice. During the afternoon Mr. Liebes went off with a party of Siberians in an umniak and shot a walrus, which was brought back to the ship.

July 24, stiff breeze and very foggy. Passed through Bering Straits without seeing land. At 12.30 noon, had a glimpse of Fairway Rock through the fog, and at 9 p. m. came to anchor off Teller Reindeer Station. Was much disappointed at the nonarrival of the ship *Myers* with the superintendent, assistant superintendent, and Lapps with their families and supplies. Mr. Lopp came off to the ship and remained until after midnight. Commenced landing reindeer at 6 a. m. July 25. The surf was so bad that the boat with the first load swamped on the beach and came near drowning the reindeer; as it was, 3 had their hip bones broken and had to be killed.

The subsequent landings were made in the lagoon west of the station.

July 26, being very anxious to visit Grantley Harbor and the lakes beyond, Captain Healy very kindly gave me the use of the steam launch for the purpose. I was accompanied by Mr. Lopp. At 8.30 a. m. we steamed away from the *Bear*, and soon after picked up the second cutter with a party of sailors going off to draw the line for fish

The introduction of the reindeer, therefore, is the key to the entire situation. Alaska has been and will be an item of great expense to the United States government. This expense has been met by the seal production until the recent destruction of the fisheries. Meanwhile, what shall be done with Alaska, this territory of 580,000 square miles? During the past year nearly \$1,000,000 of gold was mined in these regions. The miners must have their food brought from the States. Their communication with the civilized world is limited to a brief period in the summer. But the reindeer can furnish food and transportation in sufficient quantities, provided the natives are trained so as to become herdsman. The missionary stations, twenty in number, of all denominations, the Catholics, the Russians, and various Protestant denominations, are eager to undertake the instruction of their pupils in the art of breeding and herding the reindeer. The bureau of education has already been engaged in this experiment since 1891. The first year there were obtained sixteen reindeer, the second year, 171, and the third year, 127, and the fourth year, 120; and 130 the last year. The possibility of transporting the deer across the sea, and subsisting him en route, and of keeping a herd on this side, has been fully demonstrated. We have purchased in all, 56 deer, and there have been born in Alaska from this herd, 571 fawns. Seven families of Lapps have been procured to teach the improved methods of breeding and caring for these reindeer, and they have met thus far with excellent success. Whereas in 1894, under Siberian herdsman the mortality of the reindeer was so great that out of 186 born forty-one were lost, under the care of the Lapps, out

of 223 born in the spring of 1895, only fifteen were lost. We have at the present time a herd of 910 reindeer, and the rate of increase is about 50 per cent. annually. The first attempt has been made the past year to transport some of this herd to the missionary stations south of Golovin Bay, and the Yukon River.

With the small herd that we have thus far collected we have solved the problem of the introduction of the reindeer, and find that this animal can be domesticated in Alaska and do all that was claimed for it at first. But it should be introduced in large numbers; the United States ought to purchase at least one large herd. What would be called a large herd in Lapland is 5,000 deer. But the request has been made on Congress to furnish only 1,500 reindeer, and this recommendation has been made in the interest of economy. The United States will be at a continued expense in providing for this distant region until it brings the people to self-support. It may as well have the whole region yield a profit to immigrants who go there, and to the government itself. For the creation of great herds of reindeer will create taxable property in that region. What reason is there therefore to increase this herd by insignificant numbers of two or three hundred a year when by a more liberal expenditure a herd of from one to five thousand may be created at once, whose natural increase will be sufficient to furnish herds in a year or two to all the points held by missionaries or white settlers? Is it economy on the part of the United States government to spend \$20,000 a year for the support of the native inhabitants in danger of starvation, as at the Islands of St. Paul and St. George? Or is it best to spend \$45,000 or \$50,000 once for all and have reindeer enough to stock all the islands and great herding stations on the mainland?

I do not wish to deprecate the sentimental argument which is appealing so strongly to the kind-hearted people of the United States. But it is very unjust to suppose that the sentimental argument is the only argument. This enterprise—the introduction of reindeer into Alaska—appeals to the coldest-hearted political economists as well as to the warmest-hearted missionary. It proposes to raise these people from the position of fishers and hunters, the lowest natural condition of man, up to that of herders, one of the civilized conditions of men. And it is this latter reason that makes us repudiate the plan of stocking islands like the Aleutian and St. Lawrence islands, for example, with tame reindeer, letting them run wild again in that region. We think it very important that the tame reindeer should be kept tame, and the native be elevated to the position of herdsman, who rears the tame reindeer as a beast of burden and transportation, and as furnisher of food. Very respectfully,

W. T. HARRIS, Commissioner.
Bureau of Education, February 13, 1896.

Fig 1



Fig 2



SIBERIAN BURIAL STONES.

Fig 3

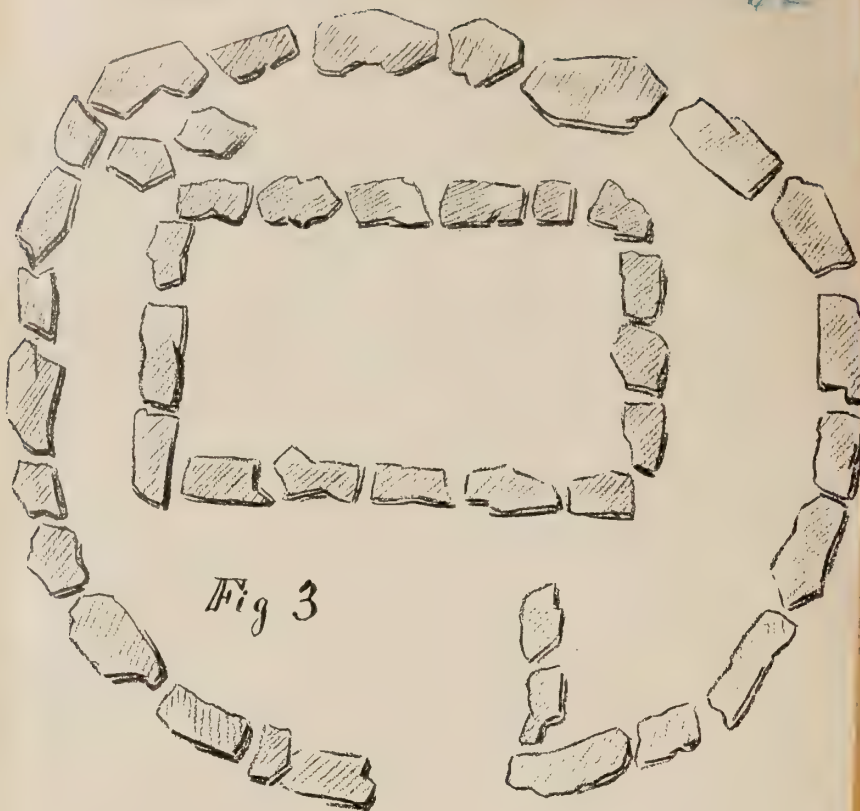
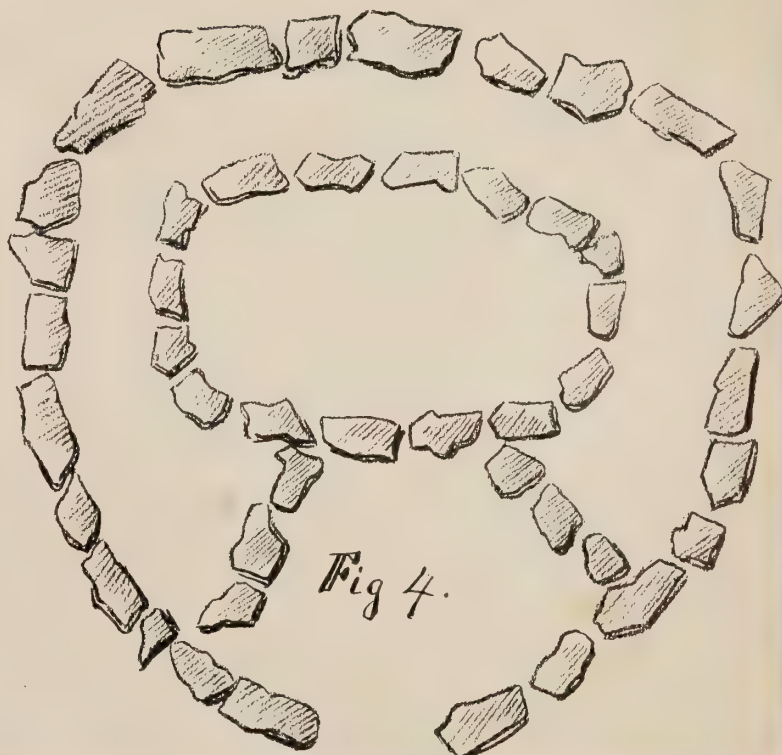


Fig 4.



SIBERIAN BURIAL CIRCLES.



OCTOBER 6, 1898.
Youth's Companion
NATURE AND SCIENCE

THE TRANS-SIBERIAN RAILROAD.—It is announced that this railroad will be opened to the public in 1904. When completed, a period of thirty days will be sufficient to travel around the globe. Russia has developed a giant colonization scheme, for the new regions opened up. It involves the transportation of a million persons, two hundred thousand families, to the various localities selected. To each family there will be assigned fifty acres of land, with tools, seed and the requirements for cultivation. The government will see them safely through the first year.

in the Grantley Harbor, which we towed to the fishing place. Then we crossed the harbor and passed through Eaton River to the first of the two lakes. There we went ashore for a few minutes and then started on our return to the ship at 1.18 p. m. On our way down the river we ran on a sand bar, which detained us five or ten minutes. On the trip we passed many summer fishing camps of the natives. The long lines of fish hanging on the pole and frames to dry attested to the success they were having in fishing. On the south side of the mouth of Grantley Harbor we passed the small native village of Nook, with three winter houses. On the sand spit to the north side is one winter house, with ten or twelve summer fishing camps.

On the south side of the sand spit at the mouth of the river is the village of Synowgok with three winter houses. There is also a settlement of one or two houses on the north side. The native village near the reindeer station is called Synok.

Picking up the fishing party (who had caught no fish) at Grantley Harbor we returned to the ship at 5.30 p. m. After dinner went ashore

With Mr. Lopp and reindeer and 11 o'clock. While on shore one of the herders brought in 2 quarts of milk taken from 6 reindeer cows. Then an interview with Charlie, a herder, concerning his future course; offered to keep him another year and give him 15 reindeer for his services, or loan him and his friends 100 reindeer this fall. Also attended to much business connected with the station.

July 27, after breakfast, I wrote a letter to the superintendent of the station with reference to the distribution of the herd—giving 100 head to the American Missionary Association at Cape Prince of Wales, and loaning, under certain specified circumstances, 100 head to Antesilook and his friends. Mr. Lopp came off with the accounts of the station which were audited. Arrangements were made for him to remain until relieved by Mr. W. A. Kjellmann, the new superintendent. At 1.15 p. m. the ship got under way for Kotzebue Sound.

On July 28 we came to anchor at 7.30 p. m., near Cape Espenburg, to allow some of the officers and Mr. Liebes to go ashore hunting. At 11.40 p. m. we got under way again.

At 4.55 a. m., July 29, the vessel grounded off Cape Blossom, and it was 7.55 p. m. before she floated again. Much of the day the engine was at work trying to get afloat. Four or five umniak loads of natives came on board, and considerable trading was done by officers and crew.

July 30, at 8.25 a. m., we got under way for Point Hope.

The next morning, at 5.30 a. m., Cape Thompson was sighted, and at 8 a. m. it was abreast, 3 miles distant. At 11.40 a. m. we reached the whaling station at Point Hope, and at 3.15 the ship was moved up nearer the village, anchoring at 4.20 p. m. Men and natives soon flocked aboard. Among the visitors were Dr. Driggs and Rev. Elijah H. Edson, of the Episcopal mission. The day was pleasant.

August 1, after breakfast, I went ashore with some of the officers and Mr. Liebes.

Last October a great storm flooded the village, so that nearly all the people left their homes. The sea was waist deep around the Episcopal mission house.

Dr. Driggs upon one occasion gave one of the sick natives some powders to take. Meeting him four months afterwards the patient was profuse in his thanks, saying that the medicine had completely cured him; that he was a well man now, and ended by pulling the package of powders out of his pocket to show that he had not lost them.

At another time, meeting a funeral procession, it was stopped by the widow, who wanted to tell the missionary how much his medicine had relieved her late husband; and, as a token of their appreciation, the corpse had the bottle in his hand, taking it to the grave with him.

At 1 p. m. I returned to the ship. The whalers *Emily Schroder*, Bain master, and *Silver Wave*, Calighan master, were found hard ashore in the lagoon to the west of Point Hope. They were blown ashore in the hurricane, October 13, 1893.

August 2, at 8.30 a. m., got under way for Point Barrow.

August 4, day overcast and foggy; light rain; fresh breeze. At 12.15 a. m. took in all sail. At 1.30 a. m. large field of packed ice ahead and to the north. At 1.50 a. m. sounded in 25 fathoms. At 1.25 p. m. came to anchor off a native village to the north and east of Wainwright Inlet.

August 5, at 1.40 a. m., got under way. At 3.15 a. m. steamed through masses of floating ice resting on Cape Belcher and Sea Horse Islands. At 1.05 a. m. made fast to a large field of grounded ice off the United States Refuge Station, Cape Smythe (Point Barrow).

August 6, after breakfast I went ashore with Captain Healy in the steam launch.

Mr. Stevenson, the missionary, was busy framing the foundation timbers of the Presbyterian mission building.

During the spring the Cape Smythe Whaling Company (Brower, Gordon, Liebes & Co.) took three large, one medium-sized, and some small whales, making 7,700 pounds of marketable bone.

Mr. Kelly, of the Pacific Steam Whaling Company, secured 11,000 pounds of bone.

Last June one of these stations had three whaling boats driven out to sea in a gale. Two of the boats succeeded in returning to the shore, but the third was crushed in the ice and the crew of two men, a woman, and a boy had to take refuge on a piece of ice, which was driven out to sea. After a while the ice upon which they had floated was broken

IN SENATE AND HOUSE

Feb 27. 1896

The Former Passes the Army Appropriation Bill.

CUBAN RESOLUTIONS IN THE HOUSE

They Were Received With Cheers When Reported.

CONTESTED ELECTION CASE

At the opening of the Senate today Rev. Dr. Milburn, the blind chaplain, made eloquent reference to the death of Mr. Shanklin, a veteran employe of the Senate.

Something of a breeze was caused by the introduction of a resolution authorizing the committee on coast defenses to visit places requiring coast defenses, send for persons and papers, etc. Mr. Cockrell (Mo.) thought the resolution was very broad, allowing the committee to take a tour around the country. Mr. Squire, chairman of the committee, said the only visit contemplated was to Sandy Hook. He consented to a modification of the resolution that the committee's trip be limited to the defenses of New York city, and it was adopted in this form.

Reindeer in Alaska.

There was another minor stir over printing 35,000 reports by Rev. Sheldon Jackson relative to introducing reindeer in Alaska. Mr. Vest remonstrated against this senseless "fad." He had been to Alaska, and knew there was no practical good in the fad. Mr. Hale, who introduced the resolution, admitted that there was no considerable force in the plan. Its projector seemed to think it was of more importance than tariff, finance and war. The resolution was finally adopted after the number of books was materially reduced.

A peculiar pension bill was passed, pensioning Christopher Schmidt, a private citizen of St. Paul, Minn., at \$40 per month, because of blindness resulting from a shot striking him while he chanced to pass before the rifle range at Fort Snelling, Minn.

The report of the death of Mr. Shanklin gave rise to numerous false rumors, such as the death of Senator Voorhees, then of the death of Gil Shanklin of Indiana, who was recently a visitor in Washington. While the routine business was proceeding Mr. Carter and Mr. Teller, who participated in the exciting debate of yesterday, were the center of a numerous group, which was interested in a number of telegrams received by Mr. Carter.

Self Culture. New York Feb 1897.

Mr. Sheldon Jackson has filed, at Washington, a report of the condition of affairs in Alaska. Among items of interest are the statement that the Government herd of reindeer has increased in number to 1,091; of which 337 are young of the present year, that have not attained sufficient maturity to enable them to endure the rigors of winter. The weather last winter was exceptionally severe, a temperature of -87° having been noted at one point, and -20° having been sustained for a period of several weeks.

Troy N.Y. Times Feb 12, 1897
Yorkers (N.Y.) Statesman
Feb 15, 1897

REINDEER FOR ALASKA.—One of the items of the Sundry Civil Bill as it will be reported to the House, provides an appropriation of \$12,500 for the introduction of reindeer in Alaska. This is in line with recommendations that have been made to the Government, but on the other hand it is urged that the only use the Alaskan Indians will make of the reindeer will be to eat them. If such is the case a diet fully as satisfactory could probably be provided for them at less expense.

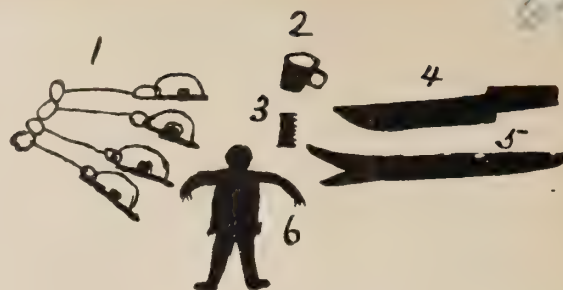
Helena Montana Independent
Feb 14, 1897.

Reindeer Industry in Alaska Territory.

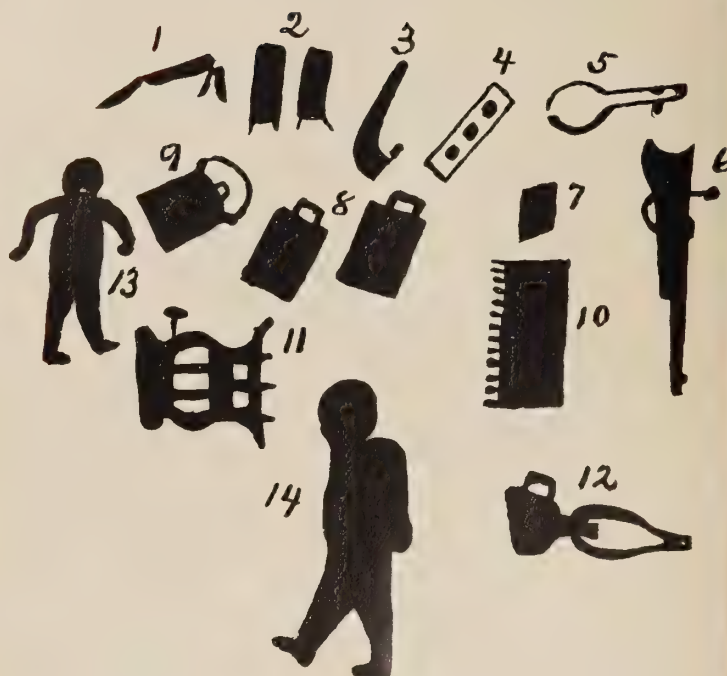
(St. Paul Pioneer Press.) Feb 6.

THE report of Mr. Sheldon Jackson, general agent of education for Alaska, on the introduction and herding of reindeer in that territory, is exceedingly interesting in its way. The idea of introducing reindeer into our extreme northwestern province originated with Mr. Jackson in 1890, when he visited northern Alaska for the purpose of establishing schools, and found the people gradually dying off from starvation. Investigation showed that the prosecution of the whaling and walrus industries in the northern seas had deprived the natives of a large part of their natural sustenance, and that American canneries had also contributed to the same end. Mr. Jackson's mission was to establish schools, but he saw that to do this for a slowly dying people would be useless and impracticable. He looked about him for some solution of the problem which appealed to civilization and humanity and he believed that he found it in the introduction of reindeer. By this means the Alaskan Esquimaux were to be made herders instead of hunters, much land formerly useless would become available and the ends of education would be served by the gradual and softening change induced in the people by the modification of their wild and wandering habits.

The first domestic reindeer brought to Alaska were imported from Siberia, where the herding of these animals is the commonest of avocations. They were procured with difficulty and in small numbers at first, in order that the experiment of transportation might be made carefully. It proved successful so far as the safe transportation and acclimatization were concerned. All purchases during the first two years were made by the contributions of individuals interested in the cause, bills for appropriations having failed to pass congress. In 1893, however, an appropriation of \$8,000 was made and since then two more, of \$7,500 each, have been appropriated. The Esquimaux have been instructed in the art of herding by Lapps, who are considered the best trained herders in Northern Europe. A number of these men



Eskimo Sign Letter No 1



Eskimo Sign Letter No 2

up and they escaped to other pieces. Finally, after being out upon the ice sixty-one days, they were driven ashore 100 miles south of where they started from, and escaped to land. A portion of the time they were on the ice they had no water to drink, and for eight days they were without food.

At Point Hope one of the young men out seal hunting was driven to sea on a cake of ice. Fortunately, after some days, the wind changed and floated him back again to land. While floating around the sea he shot and lived on three white polar bears.

The provisions and supplies for the refuge station were landed and the captain took on board about 19,000 pounds of whalebone for the two companies, which he will take to Unalaska, from whence it can be shipped to San Francisco. In the evening the ice floe to which we were fastened showing signs of breaking up, the captain cast off and anchored.

At the close of the whaling season the natives have a great celebration. Mr. Kelly decorates the station with bunting and gives a feast. At this festival one of the games (called Neklakatah) is tossing a woman into the air from a blanket. To be thus tossed is considered a great honor and is given to the women who have distinguished themselves by efficiency in whaling.

Mr. Kelly frequently receives letters from his hunting parties written in symbols. The two printed in this report when put into English read as follows:

Letter No. 1 means that one man (6) wants four steel fox traps (1), one drinking cup (2), one paper of needles (3), one knife (4), and a package of leaf tobacco (5).

No. 2 reads, a man (13) and his wife (14) want one pocketknife (1),

two cans of powder (2), one pipe with cover on the bowl (3), one plug of chewing tobacco (4), one set of reloading tools for rifle (5), one rifle (6), one box of primers (7), two cans of coal oil (8), one can of molasses (9), one comb (10), one coal-oil stove (11), and one coal-oil lamp (12).

August 7, a strong current set in to the north and brought large quantities of floating ice. This became so bad that at 1 p. m. the captain sent ashore to get Lieutenant Reinburg on board. A dense fog set in and the captain being compelled to constantly shift his position in the ice, Lieutenant Reinburg when he came off was unable to find the ship. Finding late in the night a comparatively open space of water the ship was anchored.

August 8, at 7.25 a. m., taking Lieutenant Reinburg on board, the ship got under way on account of the heavy running ice. On heaving up anchor found a chain cable about 1½ inch. Hooked to it, but the heavy ice prevented our saving it. Vessel at half speed, working to the south through the ice.

August 10, during the afternoon we passed Blossom Shoals, and at 10.40 p. m. came to anchor south of Blossom Shoals.

August 12, at 2.55 a. m. came to anchor off Corwin Coal Mine, where the gun watered ship. In the afternoon, seeing a brig in the distance, the *Bear* got under way and steamed out to meet her. At 8 p. m. spoke the brig *W. H. Myers*, of San Francisco, with a cargo of freight for the whalers and the new mission at St. Lawrence Island. As the carrying of the St. Lawrence mission supplies into the Arctic might jeopardize and delay the establishment of the mission for a year, Captain Healy very considerably transferred those supplies to the *Bear* to be returned to the island.

August 14, the officer of deck reported two vessels in sight, supposed to be the whalers *Northern Light* and *California*. At 11 a. m. we got under way and went out to meet the incoming vessels, which proved to be the *California* and *Andrew Hicks*. From the *California* we received a batch of papers as late as June 23. After boarding the vessels we made for Point Hope, where we dropped anchor abreast the mission at 10.40 p. m.

In July and August last year Point Hope was visited by a terrible epidemic of capillary bronchitis. Dr. Driggs ministered to twenty five in one afternoon. Going through the village one afternoon he found an old man dying out in the rain. The family had taken him out so that he should not die in the house. Close by under a tent cloth was a dead woman. Under an adjoining cloth, hearing a moan and lifting up the cloth, found a sick child clinging to its dead mother. There were five dead in that group. Three-fourths of the adult population were sick and one out of every six died. There were not sufficient well persons in the village to bury the dead, and the corpses were left outside of the houses to be eaten by the dogs of the village. Their bones are still seen scattered through the village or whitening in the stagnant pools from which the people procure their drinking water.

A white man living in the village with a native wife says that during the time of the epidemic he was disturbed for several nights by a noise around his house. Thinking that it was a dog prowling around for something to eat he got up, and, arming himself with a club, went out to investigate. In place of a dog he found a little four-year-old boy picking up scraps of shoe leather and sealskin to eat. Upon seeing the man the child fled home. He was followed, and found to be, with his little brother, the only living occupants of the hut. But in the same room lay the corpses of father and mother and the maternal grandfather. The man took the boys to his own home.

On August 16 we got under way at 3.30 a. m. At 9.25, the fog lifting, we made out East Cape. At 11.45 p. m. we rounded south point of East Cape, and at 1.20 on the morning of the 17th came to anchor off the village of Enmatowan, Siberia.

At 1.20 p. m. Lieutenant White returned on board and reported his camp at East Cape Village. The ship was at once got under way and steamed around to East Cape, where Lieutenant White's party were taken on board and the native Siberians who had assisted him were paid off, also Siberian Jack who had acted as interpreter to the ship.

At 8 p. m. the ship got under way, steaming to the northwest.

August 18, at 2.45 a. m. passed Enchowen. At 4 a. m. we noticed large quantities of ice packed in along shore. At 6.30 a. m. ice appeared in the distance, and at 7.30 the ship entered it. Finding it too heavy

have been induced to remove to Alaska with their families and their instruction has proved most satisfactory. With every year the conditions have improved, new herds have been added and the increase by fawning has been normal. It is estimated that the country could support 9,000,000 reindeer, which in their turn would make a return to the population in the way of meat, hides, milk and all dairy products, which would furnish sustenance for all inhabitants.

Mr. Jackson's report is interesting in itself and furnishes a simple solution of the problem whose satisfactory handling we assumed when we came into possession of Alaska. The reindeer experiment has cost but little, so far, and it appears to be the entering wedge of civilization among the Esquimaux of northern Alaska. To modify the characteristics of an entire people and to preserve their existence to humane ends is certainly worth the doing, even when it is more costly and laborious than it appears to be.

REINDEER FOR ALASKA.

Statesman-Journer N.Y.
W. T. Harris, United States Commissioner of

Education, says it is as important to teach the natives just emerging from barbarism how to earn an independent support as it is to give them book instruction. The industrial pursuit which nature seems to have mapped out for the native population of arctic and subarctic Alaska is the breeding and herding of reindeer and the use of the deer as a means of transportation and intercommunication. The experience of the past two years at the Teller Station has demonstrated the wisdom of the importation of Lapps as instructors in the care and management of the deer. Therefore, when a herd is loaned to a mission station it will be required that an experienced Lapp be sent with the herd, who shall be in charge of the Eskimo apprentices. It is important that special prominence be given to training in driving the deer, making improved harness and sleds. With the influx of population the reindeer as a means of communication between settlements in that isolated region will be more important, if possible, than as a food supply.

The importation of reindeer into the gold regions of the Upper Yukon will be a great boon to the mining population. In this region, now almost inaccessible for lack of roads and transportation facilities, valuable gold deposits have been discovered and white settlers in large numbers are being attracted by the hope of gain. Already great difficulty is experienced in providing this mining population with the necessities of life, and rapid and frequent communication with civilization is impossible.

Dogs for transportation purposes cost from \$100 to \$200 at Circle City, the largest town in the mining district of the Yukon, and freight charges on food supplies from the Yukon to the mines, which are all on tributary streams, the nearest mine being 30 miles distant from the river, range from 15 to 20 cents a pound. Dog teams are slow, and must be burdened with the food necessary for their own maintenance. Trained reindeer make in a day two or three times the distance covered by a dog team, and at the end of the day can be turned loose to gather their support from the moss, which is always accessible to them.

The vast territory of central and arctic Alaska, unfitted for agriculture or cattle raising, is abundantly supplied with the long, fibrous white moss, the natural food of the reindeer. Taking the statistics of Norway and Sweden as a guide, arctic and subarctic Alaska could support 9,000,000 reindeer, furnishing a supply of food, clothing, and means of transportation to a population of 250,000.



ESKIMO HOUSES, ST. LAWRENCE ISLAND, ALASKA.

Providence has adapted the reindeer to the peculiar conditions of Arctic life, and it furnishes the possibilities of large and increasing commercial industries. The flesh is considered a great delicacy, whether fresh or cured. The untanned skin makes the best of clothing for the climate of Alaska, and when tanned, is the best leather for the bookbinder, upholsterer, and glove maker. The hair is in great demand, by reason of its wonderful buoyancy, in the construction of life-saving apparatus. The horns and hoofs make the best glue known to commerce. With Alaska stocked with this valuable animal, the hardy Eskimo and the enterprising American would develop industries in the lines indicated that would amount to millions of dollars annually, and all this in a region where such industries are only developed enough to suggest their great possibilities.

REINDEER TO ALASKA

Journal Minneapolis
Experiments With Them as Beasts of Burden Made by Government.

Minneapolis Mar 16, 1897

THE YUKON RUSH IS ON AGAIN

Steamers Already Begin to Go Up
Overcrowded With Miners
and Dogs.

Special to The Journal.

Seattle, Wash., March 16.—Twenty reindeer will be brought down this year from Point Clarence by the government vessel Bear for Yukon river gold fields. Dogs have been the chief reliance of the miners for transportation across the snow-covered areas. Horses, too, have been found valuable. Now comes the beast of burden par excellence—the animal designed by nature to travel over those vast wastes. The introduction of reindeer into the Yukon has been the study and aim of such men as Rev. Sheldon Jackson.

The Bear will leave in May and will then go directly to the arctic ocean without joining the fleet in the Bering sea. Each year the government sends up supplies and teachers to the schools and missions, and the religious societies, co-operating

to proceed we turned around and returned to anchorage off Enmatowan village on the south side of East Cape, where we dropped anchor at 3.55 p. m.

On August 19, getting under way, we steamed around to East Cape village; at 8.25 a. m. stood across to the Diomedes, encountering considerable floating ice; at 9.15 a. m. cleared the ice, and at 11.30 stopped off big Diomedes village. At 12.20 p. m. we started for Teller Reindeer Station, where we came to anchor at 10.30 p. m. The evening of the 21st Mr. and Mrs. V. Gambell, teachers and missionaries for St. Lawrence Island, were taken on board, and on the morning of the 22d Mr. Lopp's supplies were received for Cape Prince of Wales. At 10.10 a. m. the ship got under way for the Cape.

At 4 p. m. spoke the whaler *Northern Light*, Captain McKenna master, and we secured papers as late as July 3. At 5.50 p. m. we were under way again, and at 7.30 p. m. dropped anchor off Cape Prince of Wales. I went ashore and visited Mr. Thornton's grave as a beautiful moon was appearing above the mountain tops. Returned on board at 10 p. m., and at 10.15 p. m. the ship was under way for St. Lawrence Island.

August 23, passed Kings Island. There being no landing at St. Lawrence Island, the ship was headed for Indian Point, Siberia, where

we anchored at 6.30 a. m. August 24. Koharri and a number of the natives visited the ship. Captain Healy commended Mr. and Mrs. Gambell to the good will of Koharri. They afterwards went ashore and visited Koharri.

At noon of August 24 we were again under way and stood for St. Lawrence Island, where we came to anchor at 7.50 p. m. the same day. Owing to the surf none of the natives were able to come off to the ship, but the following day, the sea having gone down, large numbers visited the vessel. Captain Warren and the Leary Brothers, who had spent the winter at the whaling station on the island, were received on board the ship. The lumber, provisions, and other supplies for the mission were landed in the native boats. Mr. Gambell, the missionary, went ashore to get the house ready for occupancy; to assist him Captain Healy very kindly sent the ship's carpenter and a sailor; I also went ashore, rendering what assistance I could. On the 29th the captain, feeling it necessary to make another trip to Siberia, Mrs. Gambell was kept on board while the carpenter with Mr. Gambell were left on shore to get the house ready. At 8 o'clock the ship got under way for Bering Straits and Arctic Siberia; at 5 o'clock on the morning of the 30th we were again in the midst of floating ice; at 7.40 called at East Cape village, and at 10.15 anchored off Whalen; at 5 in the afternoon we took on board three reindeer which had been secured at this place, and at

10 in the evening got under way and stood to the northwest up the Siberian coast, finding considerable drift ice close in shore.

We passed Enchowen and Killourrun villages at 2 o'clock on the morning of August 31, with increasing quantities of drift ice. Working slowly through the ice, we passed Tchupa village, and at 7 o'clock rounded High Cape and hauled in for Cesang village, where we stopped at 7.40 a. m. The ice being very heavy and thick, the ship did not anchor, but kept working backward and forward, dodging the heavy ice floes. At 9.50, finding that there were no deer to be had at this place, the ship went ahead, working through the ice up to Killourrun village, which we reached at 10 o'clock. Soon after I went ashore with Lieutenant White after reindeer. On shore we found that it was generally a slaughter day. On the beach were the tents of several canoe loads of East Cape natives, who had come up to buy and kill reindeer for their own use. In one place I counted 70 slaughtered deer, while a mile away another band was being killed. The deer men were so busy supplying the East Cape natives that we could secure no attention, and at 2.15, the ice having become dangerous, we were recalled to the ship, having secured but 2 deer. Soon after, the ice becoming lighter, we again went ashore, and returned to the vessel with 14 animals. The next day we secured 5 additional deer.

On September 2, at 4 o'clock in the morning, we got under way and steamed north, working through heavy drift ice, and at 6 o'clock came to anchor off Kerneeshgoun village. Upon going ashore we found that the herd had been driven off to the north side of the Cape Serdze. Again getting under way, we steamed around the cape and came to anchor off Enwonnan at 10 o'clock. Lieutenant White and myself at once went ashore for deer; there were three large herds in the vicinity. Again we encountered a number of natives from Cape Prince of Wales, who were buying and killing on their own account. While one of the herds was being driven down to the beach I took occasion to visit one of the camps of the deer men. I found seven deerskin tents. Around the largest were stacked 34 sleighs; another had 29, and the others, respectively, 15, 12, 9, 7, and 6. The camp aggregated 102 sleighs. In the fall the tents, household effects, and families are carried on these sleighs and taken with the herd from 50 to 150 miles into the interior; the following spring they return again to the coast, thus making two migrations every year. During the day 15 deer were secured. The next day Lieutenant White went ashore, but soon returned and reported that the deer had stampeded during the night and that the herders had gone after them. All day was consumed in waiting in vain.

On September 4, there being signs of heavy ice coming in and shutting off our escape from the bay, at 4 a. m. the ship got under way in a dense fog and worked slowly southward through the heavy floes, occasionally striking one mile in extent. By noon we were clear of the ice, but the fog became so dense that the captain was afraid to venture to pass through Bering Straits and kept off until morning. The next morning passing through Bering Straits, at noon we stopped at the village of Cape Prince of Wales; Mr. Lopp being absent and there being no communication with the shore, the ship again got under way, reaching the reindeer station at half past 9 o'clock that evening. The next morning, under the directions of Mr. Kjellmann and the Lapps, the reindeer were thrown overboard and made to swim ashore, instead of being carried ashore by boat, as upon previous occasions. This was a great improvement in the method of landing them. The ship remained at anchor until the evening of September 26, the time being consumed in looking after the interests of the station. At 10 p. m. the ship got under way for St. Michael, which we reached at noon, September 10. At St. Michael, Mr. Funston, of the Department of Agriculture, who had been spending two years in botanical studies in the Arctic, was received on board; also Capt. J. J. Healy, of the Yukon River, and Mr. V. Wilson, correspondent of the Century Magazine, and Capt. C. Constantine, of the Canadian mounted police and customs service; also 20 destitute miners from the Yukon region.

At noon on the 13th of September, bidding the good friends at St. Michael good-bye, the ship got under way for St. Lawrence Island where we arrived on the morning of the 15th. Mr. Gambell and several boatloads of natives were sent on board, and in the afternoon a number of us returned with them to the shore. During the absence of the ship Mr. Gambell and the carpenter had built a storm door to the house and a good storehouse for the supplies, and fenced the whole in with a good

and a missionary to the posts, making at least two white people at each place. In her trip this year the Bear will stop first at St. Lawrence Island, on the northwest coast of which a mission is established. From there she will run to the coast of Siberia, only forty-six miles away. At the Point Clarence reindeer station the twenty reindeer will be taken and conveyed to St. Michaels, the entry port of the Yukon, arriving sometime in July. The reindeer will be turned over to P. B. Weare, who will see to their transportation up the river.

The Alaska rush is on. It has been getting under way slowly, each steamer for several trips past having increasingly large passenger lists for the north. But the Al-Ki, sailing yesterday noon, was the first vessel this season to go up over-crowded and with the class of people called prospectors to distinguish them from the residents of Juneau and Sitka. It was a repetition of the scenes of last year. Ocean dock was crowded with people of all classes and conditions, who stood shivering in the cold wind or stumbled about over the numberless dogs. It was the typical sailing of an Alaska steamer. Freight had to be left behind, not only in Seattle, but in Tacoma and Port Townsend. Over 600 through tickets to Dyea were sold, these being the people who will strike directly for the Yukon.

A story was told on the dock yesterday of three young men who were cured of the Alaskan fever in a very practical manner. They had concluded Wednesday that they would go on the Al-Ki, and purchased three berths. Later they were talking the matter over with an aged relative of experience.

"Now, you boys," said the aged adviser, "remember it's pretty cold up there. It's pretty low temperature here today, but nothing to what you'll find on the Yukon. Now let me advise you. Before going to that country you would better have some experience. You may not like it, and want to come back. To-night promises to be pretty cold." The old man drew his overcoat higher about his ears. "I have a tent at my house I used when in Alaska. You boys take the tent out on Queen Anne hill and sleep in it to-night." He looked at his watch. "It is now 10 o'clock. Don't eat anything until about 8 o'clock this evening. Then build a fire in your tent, cook some beans and bacon, fix up some unsweetened black coffee and make a meal. Until bed time sit around the fire smoking and chewing tobacco and playing cards and then fix up a rough bunk on the ground and sleep until morning. If you enjoy it, go to Alaska; if not, stay at home."

The boys caught up with the idea enthusiastically and promised to carry out the program. Whether they did is not known, but yesterday morning three miserable-looking boys canceled three tickets on the Al-Ki, and as they humbly left the steamship office one was heard to say: "Do you really suppose it gets that cold in Alaska?"

*Transcribed
March 18, 1897*

OUR ARCTIC POSSESSIONS.

A report is generally considered dry and uninteresting, and when one is received, the first impulse is to throw it aside without even turning its pages, but if anyone will open Sheldon Jackson's reports on Education and the Introduction of Domestic Reindeer into Alaska he will not soon lay them down. At first attracted by the many illustrations and the fine maps, he will become fascinated by the interesting story.

Two of these reports cover the ten years since April, 1885, when Dr. Jackson was appointed by the Commissioner as the General Agent of education in Alaska, to the completion of his trip North in 1895, and the other tells the story of the introduction of the domestic reindeer to the dreary poverty-stricken region in Arctic Alaska.

When Dr. Jackson went there in 1890 to establish schools, he found the Eskimo population slowly dying off with starvation. The American whalers having exhausted the supply of whales in the Northern Pacific, had followed the poor creatures up through Bering Sea even to the ice fields of the Arctic Ocean, until the remnant took refuge in the inaccessible regions about the North Pole out of reach even of the natives. Then the walrus was almost exterminated for the sake of the ivory tusks, and finally American canneries were established on the rivers for shipping salmon at the rate of five million cans a year, not only sending the food out of the country, but by their wasteful methods, destroying the future supply. The advent of breech loading firearms drove the wild reindeer to remote and inaccessible regions in the interior, and the inhabitants of that forlorn country were literally being left without resource. But on the other side of the Straits the people on the coast of Siberia had an unfailing food supply in the Domestic Reindeer—"Why not introduce them on the American side?" This would not only preserve life but preserve the self-respect of the people and advance them in the scale of civilization by changing them from hunters to herders. It would also utilize the hundreds of thousands of square miles of moss-covered tundra of arctic and sub-arctic Alaska, and make those now useless and barren wastes conducive to the wealth and prosperity of the United States.

"To reclaim and make valuable vast acres otherwise worthless; to introduce large, permanent and wealth-producing industries where none previously existed; to take a barbarian people on the verge of starvation, and lift them up to a comfortable self-support and civilization is certainly a work of national importance," but the great difficulty was to make the heads of government in Washington so far away, and where so many nearer interests were crowding, realize its importance. Readers of The Evangelist will remember how energetically Dr. Jackson went to work as soon as he returned to Washington, and how untiring were his efforts. When he found he could not get a bill through Congress that season, he appealed to the general public through the newspapers, and obtained over \$2,000 to make the first experiment. So that the following summer when he went North he was able, with the kind cooperation of Captain Healey of the revenue cutter "Bear," to get sixteen head of reindeer in Siberia, and land them safely on Amaknak Island in the harbor of Unalaska. This answered one of the serious objections to his scheme, that the reindeer could not be transported alive, and during the next session of Congress \$15,000 was appropriated for this work. In 1893, the following year, \$6,000 more was voted for the same purpose, and now the effort has passed out of the experimental stage. The herds of reindeer are established at several points, colonies of Laplanders have been induced to settle there to take care of them, and to show our Eskimo how to treat and use them to the best advantage, and so valuable is the effort proving that now it is proposed either to establish a purchasing station on the Siberian coast, or to contract with responsible people there to gather two or three thousand deer and have them ready for transportation during the short summer season.

Since the first introduction of the reindeer, the discovery of large and valuable gold deposits has attracted many white settlers, and made it the more important to have a supply of food and also a means of travel and transportation.

tight board fence. Various changes had also been made in the interior arrangement of the house so that everything was made comfortable. At 3.15 on the 16th, waving our adieus to Mr. and Mrs. Gambell, who were the only white people on the island left alone with 300 barbarous Eskimos until the good cutter should return next year to see how they were getting on, our ship got under way for the Seal Islands which were reached on the 19th. No one coming from the shore, on the 20th the captain steamed away for St. George Island, stopping a short time to get the mail; the voyage was continued to Unalaska, which we reached on the morning of the 21st; here we found a very large mail had accumulated during the summer; also the United States mail steamer was in the harbor, soon to leave for Sitka. Packing my effects and bidding adieu to Captain and Mrs. Healy and the officers and sailors of the *Bear*, I went aboard the *Dora*, which expected to sail at 6 o'clock on the morning of the 22d. The day opened, however, with a southeastern gale so severe that it was not considered wise to leave the wharf. This gave me an opportunity, that I very much desired, of spending the day with the teacher, Mr. Tuck, and the new United States commisssoner, Mr. Woodward, United States deputy marshal, Mr. Anthony, and conferring with them with relation to school matters in that place.

Before daylight on the morning of the 23d the whistle of the mail steamer notified us to all get aboard. At 7 o'clock the steamer pushed off from the wharf and started for Sitka. Night finding us in a very dangerous part of the coast, the ship hove to until morning. The ship rolled badly and the deadlight window to my stateroom leaked to such an extent that the bed was saturated with salt water. On the afternoon of the 24th a landing was made at Belkofsky, where the ship remained at anchor all night. Father Alexis (Greek priest) with wife and child went ashore. He has been placed in charge of Belkofsky and Unga, the former priest (Metropolsky) having been returned to San Francisco. The monk that was in charge of the Unalaska parish has been ordered back to Russia and a young priest just out from Russia, and a young Russian deacon, have been placed at Unalaska. On the morning of the 25th we had a beautiful view of Pavloff volcano; a little smoke was seen issuing from the crater; the mountain was covered from crater to base with a fresh coat of snow. In the afternoon the steamer called a short time at Sand Point, and then getting under way reached Unga about half past 3 o'clock in the afternoon. That afternoon and the next day were spent in looking after matters connected with the school at this point. The Aleut girl, Mary Dushkin, 13 years of age, was placed in my charge to go to the Baptist school at Wood Island.

At 5 p. m. on the 26th the ship got under way for Karluk, making the distance in the short space of twenty-six hours. Leaving there at midnight, Wood Island was reached about noon on the following day. At Wood Island the time was spent at Mr. Roscoe's school. The next morning I visited and inspected the school at Kadiak and arranged for the school gradings. Leaving Kadiak at 10 a. m. we reached Nuchek at 5 o'clock the following afternoon. At this point we were joined by the Rev. Mr. Donskoi, the Greek priest from Sitka, who came aboard the vessel. Leaving Nuchek at 3 a. m., Kyak was reached the middle of the afternoon where we went ashore and visited the two trading posts that are located at that point. The barometer being very low and still falling, the captain concluded to remain in the harbor; a north-east gale continuing, we remained there the following day. In the morning a report was brought to the ship that the natives had brought in the night before two corpses of people killed from the mainland. After breakfast a number of the officers and passengers from the steamer went ashore and a court of inquiry was instituted. It seems that in a drunken row a native man had shot his wife, and afterwards shot himself. Their friends had brought the two bodies to Kyak for burial.

Much evil is being done among the native population through the smuggling of liquor, with the attending drunkenness and demoralization. The traders at the several posts speak of it very freely, but their information always concerns some other post than their own. At A they would tell you of the drunkenness at B, and when you reached B they would tell you of the drunkenness and disregard of the law going on at A. Crime was freely confessed, only it always existed at some other point than the one at which you were at the time visiting. The

traders also report that large quantities of opium are smuggled in through the salmon canneries. If one is to believe what the traders say of one another, the condition of things is very disreputable along the whole coast.

About noon of October 3, the gale having somewhat abated, the steamer got under way for Yakutat, which we reached the next day at noon. Going ashore I made a short visit to the Swedish mission and school. Since their disastrous fire of two years ago, they have built, but not completed, a very neat church. They have built two large hayracks, upon which they were hanging hay to cure, after the old-country fashion. After a short stay we were again under way, and at 1 o'clock on the morning of the 6th of October reached the wharf at Sitka, just twenty-four hours too late to connect with the steamer for the States, which runs only once every two weeks. The two weeks, however, passed very quickly and pleasantly with the teachers and schools at that place.

Bidding the friends at Sitka good-bye on the morning of the 18th, I took the mail steamer *City of Topeka* for the States, having in charge John Reinkin, of Unalaska, and Samuel Kendall Paul, of Sitka, native boys, to go to the Indian training school at Carlisle, Pa. That afternoon a three-hours' stop was made at Killisnoo, which enabled me to arrange with Mr. Spuhn with regard to suitable school grounds at that place. At 5 o'clock on the morning of October 19 we reached the wharf at Juneau, where I was met by Mr. S. A. Keller and Mr. D. Davies, teachers at that place. Although it was still dark I visited the native school building, which had been erected during the summer. At 8 o'clock we were again under way, but stopped some two hours at Douglas Island; from thence into the Sum Dum Harbor, where freight was landed for the new gold mines. The forenoon of the 20th was spent at Wrangell with the teachers and friends at that place. Early on the morning of October 21 a half-hour was given us at Jackson, which was improved in visiting the school and mission station. That afternoon we again got under way and anchored at Mr. Miller's saltery at Hunters Bay. After taking aboard some salmon, we crossed the bay to Suquam, reaching there about 8 p. m. The waters being unsurveyed, the ship remained at anchor until daylight of October 22. Then getting under way, we reached the saltery at Nutquah, where some salmon was taken on board. From thence we reached the saltery at Cordova Bay that afternoon, but, no one being at home to deliver the salmon, the ship turned around and went to Ketchikan, where we anchored for the night.

The next morning we were at Metlakahla, where I went ashore and had an interview with Mr. William Duncan on school and colony matters. While there I met a delegation of the Tongas natives, who were looking for a new location where they can unite with the Cape Fox natives in having a missionary and school. While at breakfast the passengers of the steamer were serenaded by the brass band, composed largely of former Sitka students. After breakfast the common council of the village asked an audience with Mr. Duncan and myself, the main questions of discussion being means for increasing mail facilities and schools.

At 11 a. m. the ship got under way and went up a fiord to the Cape Fox saltery; taking on the salmon the ship returned to the custom-house at Mary Island, where the "inspector-aloat" went ashore, and the ship at last got under way for Puget Sound, which we reached on the evening of the 26th. Taking the train for San Francisco, and spending a day in settling up the accounts of the season with San Francisco merchants, I took the overland train for Washington, D. C., where I arrived on November 6, having completed a trip of over 23,029 miles.

The hearty thanks of the Bureau of Education, and of myself personally, are extended to the honorable Secretary of the Treasury, to Capt. L. G. Shepard, Chief of the Revenue Cutter Division, and to Capt. M. A. Healy, commanding the U. S. revenue cutter *Bear*; also to the officers and men of the same, for the facilities extended to me and my work during this long voyage.

Thanking you for the support and cooperation of the Bureau, which you have so constantly and uniformly extended, I remain,

Respectfully, yours,

SHELDON JACKSON,
United States General Agent.

The schools too will be more necessary than ever to counteract the demoralizing effect of the miners and the rough settlers who are pouring into the new country, willing to face any amount of cold and hardship in the search for gold. How strange this will seem to the poor natives who have never felt the need of, or desire for money. In one of his journeys, Dr. Jackson describes stopping at St. Lawrence Island, and meeting Koharri, the chief man of the village and a noted trader all along the coast. "This man has been known to have \$75,000 worth of whalebone in his storehouse at one time. He does a business of probably \$100,000 a year, and yet, not a single coin of gold or silver nor a single bank note or bank check is used, nor are any books kept. All transactions are by barter, furs and whalebones being exchanged for tobacco, flour and whiskey. This wholesale merchant of the North Siberian coast can neither read nor write, nor can anyone associated with him. Although so wealthy he lives in an ordinary tent and sleeps on the ground on a pile of reindeer skins."

It is on this island that Mr. and Mrs. Gambell live and have their school. One feels a little surprise in reading the extracts from Mr. Gambell's letter in this week's Home Missionary Report to find the first date way back in September, 1895, until we remember that they have but one mail a year when the little steamer *Bear* makes its annual round. The deprivations of such a life are more than we can easily comprehend, but the devoted men and women who have chosen this field find a return in the rapid development of the simple people, who learn readily and are affectionate and responsive.

Through the missionary reports we know more or less of our Presbyterian schools, but in these little volumes we learn of the many schools established by the various churches, the Greek, the Roman Catholic, and the Moravian, and several others, aside from the government schools, and each year the number is increasing. One can only wish for these reports a wide circulation so that people all over the United States can take a more intelligent interest in this vast Arctic country, its possibilities, and its imperative needs.

New York Sun
April 4, 1896

Our esteemed contemporary, the *St. Paul Pioneer Press*, is deeply conscious of the educational value of the reindeer to the struggling Indians of Alaska. The Commissioner of Education could not have a higher idea of the necessity of the reindeer to the necessities of the Alaskan. "An animal that can draw a sled ninety miles a day," says this gopher enthusiast, "and live on the moss that grows under the snow is obviously the solution of the transit problem for a country like Alaska."

The hearts and hopes of every thoughtful American are interested in the solution of the rapid transit problem in Alaska. It may not be wholly clear, however, why the Alaskan is anxious to travel ninety miles a day. The moss might be made into excellent puddings, as well as sacrificed to reindeer. In fact, it would be much cheaper and at least as easy for the Government to educate the natives in the uses of ice cream. Who can tell how soon the sporting and gambling propensities of the natives might be aroused by the cultivation of reindeer? The mountain goat, the tame polar bear, the ice yacht, the water bicycle, the snowshoe, and various other means of transportation would be found to be cheaper and less liable to regrettable misuse than the reindeer; and the moss in Alaska is altogether too valuable to be put upon the bill of fare of reindeer. That moss and all the rest of the moss in the world can now be heard growing and should be allowed to continue to grow over the relics of the boom of the Hon. RUSSELL ALEXANDER ALGER.

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THE POST-INTELLIGENCER.

County and City Official Paper.

SEATTLE, FRIDAY, MARCH 12.

The use of reindeer in Alaska seems likely to greatly facilitate travel. They are indigenous to such a climate and the product of a frozen soil. Dogs need meat, which has to be packed the same as for men, and they thus become expensive carriers.

IN PLACE OF DOGS.

TWENTY REINDEER TO BE TAKEN
TO THE YUKON GOLD FIELDS.

Rev. Sheldon Jackson's Years of
Work to Prove That the Bringing
of the Deer From Siberia Would
Be One of the Greatest Agencies
in the Civilizing of the Wild
Wastes of the North Successful—
This Summer's Cruise of the Cut-
ter Bear to the Arctic—Steaming
Through the Dangerous Ice Packs
—Work of the Fleet.

Twenty reindeer will be brought down this year from Point Clarence by the United States revenue cutter Bear for transportation by way of Yukon river steamers to the gold fields. Dogs have been the chief reliance of the miners for the transportation of their packs across the snow-covered areas. Horses, too, have found their way into the great valley and have proven almost beyond value. Now comes the beast of burden par excellence—the animal designed by nature to travel over those vast wastes and with tireless activity aid in their development. The introduction of reindeer into the Yukon has been the study and aim of such men as Rev. Sheldon Jackson and Miner W. Bruce, the explorer, and if the proposed experiment to be made this year is successful it will be contrary to the predictions of many and will be the reward for the work of a few enthusiasts.

The revenue cutter fleet will leave for its annual cruise outside the sixty-mile limit of the Pribilof islands the latter part of April.

The Bear will not leave until the early part of May, and will then go directly to the Arctic ocean without joining the fleet in the Bering sea. Last year the Bear spent two months in Bering sea and then, after outfitting at Unalaska, started on her yearly voyage to the schools and missions as far north as Point Barrow.

Capt. F. Tuttle, of the cutter Bear, has just returned from a trip to Washington, where he was summoned by the chief of the bureau to give detailed information of the Arctic ocean and of the schools there. Each year the government sends up supplies and teachers to the schools and missions, and the religious societies, co-operating, send a missionary to the posts, making at least two white people at each place. In her trip this year the Bear will stop first at St. Lawrence island, on the northwest coast of which a mission is established. From there she will run across forty-six miles to the coast of Siberia, keeping a lookout for wrecked whalers at Indian point. The mission at Cape Prince of Wales, Bering straits, is the next objective point.

At the Point Clarence reindeer station, which will be the next stopping place, the Bear will take a board the twenty reindeer spoken of, and will convey them to St. Michaels, the entry port of the Yukon, arriving sometime in July. The reindeer will be turned over to P. B. Wear, who will see to their transportation up the river.

IN THE SENATE OF THE UNITED STATES.

REPORT

ON

INTRODUCTION OF DOMESTIC REINDEER INTO ALASKA,

WITH

MAPS AND ILLUSTRATIONS,

BY

SHIELDON JACKSON,
GENERAL AGENT OF EDUCATION IN ALASKA.

1895.

FEBRUARY 10, 1896.—Laid on the table and ordered to be printed.

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ACTION OF THE SENATE OF THE UNITED STATES.

IN THE SENATE OF THE UNITED STATES,
February 5, 1896.

Resolved, That the Secretary of the Interior be directed to transmit to the Senate the report of Dr. Sheldon Jackson upon "The introduction of domestic reindeer into the District of Alaska for 1895."

WM. R. COX, *Secretary*.

5

LETTER OF TRANSMITTAL.

DEPARTMENT OF THE INTERIOR,
Washington, February 7, 1896.

SIR: I am in receipt of Senate resolution of the 5th instant—

That the Secretary of the Interior be directed to transmit to the Senate the report of Dr. Sheldon Jackson upon "The introduction of domestic reindeer into the District of Alaska for 1895."

At St. Michaels the Bear always finds a number of Indians, who seek attention from the cutter's surgeon, Dr. R. Lyall. The natives learn of the near approach of the cutter weeks ahead, and from all parts come the sick, the lame, the halt and the blind. This is the only opportunity they have for medical treatment, and they make the most of it. At all places visited, in fact, Dr. Lyall is welcomed as the Indian's friend, and medicines are dispensed with liberal hand.

All the mission stations on the coast are next visited. At Unalaklik and Golovine sound the schools are caring for herds of reindeer, given them by Rev. Sheldon Jackson. The reindeer are doing well. They can find subsistence by digging roots and grass from the frozen snow. In this lies the great advantage over dogs, which must be allowed so much food that it makes half of all they can pack. The female reindeer have about two fawns each year.

The Bear next passes into the Arctic ocean and calls at Kotzebue sound. At Chamisso island, which is exactly on the Arctic circle, a great number of Indians are always found. They gather there from all over the coast and make it a common trading point. A large settlement is found at Point Hope, which is a whaling station. Point Hope is the place where Miner Bruce bought his whalebone last year. His purchase was later disposed of at 4 and 5 cents a pound, the profits being enormous. The Liebes Company, of San Francisco, keeps an agent at the point the year around. Most of the whaling vessels going north call at Point Hope en route, and there take aboard any natives who wish to work for the season.

Just above Point Hope is the Corwin coal mine, where the Bear calls for water and, if necessary, mines out a rather poor quality of coal. The mine is named after the cutter Corwin, by which it was first discovered twenty years ago.

The worst portion of the voyage now commences. Up to this point the Bear always runs into floating ice, but between the mines and Icy cape is encountered the heavy ice pack of the Arctic ocean. Always shifting, it keeps the officers on a sharp watch lest they be pinched between the vast moving pack and the shore. Last year the Bear did not reach Icy cape until August 6. Until Point Barrow, the farthest point north attempted, is reached, the Bear will be obliged to work slowly through the masses of ice. Point Barrow is in 71 degrees 21 minutes north. There the Pacific Stear Whaling Company and the Liebes Company have agencies. The Bear will return here about October 25.

The Bear will get mail at St. Michaels by the steamer Portland, Capt. Kidston, which will leave here, under charter to the N. A. T. & T. Co., June 5, and again August 10, for St. Michaels. Charles Hamilton, manager of the company, will come here during April from Chicago.

The new revenue cutter, Hugh McCulloch, built at Cramps' shipyard in Philadelphia, will come to this Coast in about four months, too late to go north with the fleet. She will leave the Atlantic coast for San Francisco April 10.

RAISING REINDEER IN ALASKA.

"Eagle" Brooklyn N.Y.

Dr. Jackson Going North to Inspect
Government Herds.

April 23, 1897
TO DRAW ON SIBERIAN STOCK.

Deer Will Be Purchased at Low Figures
in Russian Territory and Shipped to
Stations in Uncle Sam's Great North-
ern Country—New Schools to Be
Established During Dr. Jackson's
Trip—Dry Dock Facts.

Eagle Bureau,
608 Fourteenth Street.

Washington, D. C., April 28—Dr. Sheldon Jackson, a special agent of the government bureau of education, will leave this city in a few days, bound for Alaska, where he will make a general inspection of the government



LAPPS AT TELLER REINDEER STATION, ALASKA.

Photograph by William Hamilton.

In response thereto I have the honor to transmit herewith a copy of the report indicated in the foregoing resolution.

Very respectfully,

HOKE SMITH, *Secretary.*

THE PRESIDENT OF THE SENATE.

7

INTRODUCTION OF DOMESTIC REINDEER INTO ALASKA.

DEPARTMENT OF THE INTERIOR,
BUREAU OF EDUCATION, ALASKA DIVISION,
Washington, D. C., December 31, 1895.

SIR: When in the year 1890 I visited arctic Alaska for the purpose of establishing schools, I found the Eskimo population slowly dying off with starvation. For ages they and their fathers had secured a comfortable living from the products of the sea, principally the whale, the walrus, and the seal. The supplies of the sea had been supplemented by the fish and aquatic birds of their rivers and the caribou or wild reindeer that roamed in large herds over the inland tundra.

The supply of these in years past was abundant and furnished ample food for all the people. But fifty years ago American whalers, having largely exhausted the supply in other waters, found their way into the North Pacific Ocean. Then commenced for that section the slaughter and destruction of whales that went steadily forward at the rate of hundreds and thousands annually, until they were killed off or driven out of the Pacific Ocean. They were then followed into Bering Sea, and the slaughter went on. The whales took refuge among the ice fields of the Arctic Ocean, and thither the whalers followed. In this relentless hunt the remnant have been driven still farther into the inaccessible regions around the North Pole, and are no longer within reach of the natives.

As the great herds of buffalo that once roamed the Western prairies have been exterminated for their pelts, so the whales have been sacrificed for the fat that incased their bodies and the bone that hung in their mouths. With the destruction of the whale one large source of food supply for the natives has been cut off.

Another large supply was derived from the walrus, which once swarmed in great numbers in those northern seas. But commerce wanted more ivory, and the whalers turned their attention to the walrus, destroying thousands annually for the sake of their tusks. Where



LOADING REINDEER ON SHIPBOARD

Published by courtesy of "Our Animal Friends."

a few years ago they were so numerous that their bellowings were heard above the roar of the waves and grinding and crashing of the ice fields, last year I cruised for weeks seeing but few. The walrus, as a source of food supply, is already very scarce.

The sea lions, once so common in Bering Sea, are now becoming so few in number that it is with difficulty that the natives procure a sufficient number of skins to cover their boats, and the flesh of the walrus, on account of its rarity, has become a luxury.

In the past the natives, with tireless industry, caught and cured, for use in their long winters, great quantities of fish, but American canneries have already come to some of their streams, and will soon be found on all of them, both carrying the food out of the country and, by their wasteful methods, destroying the future supply. Five million cans of salmon annually shipped away from Alaska—and the business still in its infancy—means starvation to the native races in the near future.

With the advent of improved breech-loading firearms the wild reindeer are both being killed off and frightened away to the remote and more inaccessible regions of the interior, and another source of food supply is diminishing. Thus the support of the people is largely gone, and the process of slow starvation and extermination has commenced along the whole arctic coast of Alaska.

To establish schools among a starving people would be of little service; hence education, civilization, and humanity alike called for relief. The sea could not be restocked with whale as a stream can be restocked with fish. To feed the population at Government expense would pauperize and in the end as certainly destroy them. Some other method had to be devised. This was suggested by the wild nomad tribes on the Siberian side of Bering Straits. They had an unfailing food supply in their large herds of domestic reindeer. Why not introduce the domestic reindeer on the American side and thus provide a new and adequate food supply?

To do this will give the Eskimo as permanent a food supply as the cattle of the Western plains and sheep of New Mexico and Arizona do the inhabitants of those sections. It will do more than preserve life—it will preserve the self-respect of the people and advance them in the scale of civilization. It will change them from hunters to herders. It will also utilize the hundreds of thousands of square miles of moss-covered tundra of arctic and subarctic Alaska and make those now useless and barren wastes conducive to the wealth and prosperity of the United States.

A moderate computation, based upon the statistics of Lapland, where similar climatic and other conditions exist, shows northern and central Alaska capable of supporting over 9,000,000 head of reindeer.

To reclaim and make valuable vast areas of land otherwise worthless; to introduce large, permanent, and wealth-producing industries where none previously existed; to take a barbarian people on the verge of starvation and lift them up to a comfortable self-support and civilization is certainly a work of national importance.

Returning to Washington on November 12, 1890, I addressed to the Commissioner of Education a preliminary report of the season's work, emphasizing the destitute condition of the Alaskan Eskimo and recommending the introduction of the domestic reindeer of Siberia.

On the 5th of December following, this report was transmitted by you to the Secretary of the Interior for his information, and on the 15th transmitted to the Senate by Hon. George Chandler, Acting Secretary of the Interior. On the following day it was referred by the Senate to the Committee on Education and Labor.

On the 19th of December Hon. Louis E. McComas, of Maryland, introduced into the House of Representatives a joint resolution (H. Res. No. 258) providing that the act of Congress approved March 2, 1887, "An act to establish agricultural experiment stations in connection with the colleges established in the several States," should be extended by the Secretary of the Interior over Alaska, with the expectation that the purchase, improvement, and management of domestic reindeer should be made a part of the industrial education of the proposed college.

The resolution was referred to the Committee on Education, and on the 9th of January, 1891, reported back to the House of Representatives for passage.

schools in that district, and also give his attention to the reindeer herds which the federal government has established in Alaska.

Probably no venture of the bureau of education has met with such satisfactory results as the introduction of reindeer into Alaska.

When the proposition was first made it met with much opposition from persons who thought that the necessary expenditure would be a complete waste. The government found it necessary, however, to make some provision for the inhabitants of that region during the long, cold winter months, for since the practical annihilation of the walrus and seal from the waters of Alaska the natives have been in danger of starvation during the winter. Rather than adopt a ration system of taking care of them, the bureau of education determined to purchase a number of reindeer, and give the natives an opportunity to raise them after the manner of sheep raising in the West. A few herds were bought as an experiment a couple of years ago. They afforded the necessary food for Alaskans and thrived rapidly. There are now five herds in Alaska, numbering 1,100 head.

On his coming trip Dr. Jackson will make arrangements for the establishment of a purchasing station for reindeer at Siberia, to be kept open all the year around. Under the present arrangement the animals are bought only on the summer trips of the government agents, when the prices are very high. By having an agent at Siberia at all times, he will be able to pick up reindeer at low figures and ship them to Alaska.

Dr. Jackson states that the reindeer in that country have been able to render most valuable services to the white miners there. There has been a general exodus of miners from the southern camps to the new gold fields in the northern part of the country. This region is very barren, practically nothing being grown or raised for food purposes. As a result, articles of food bring fabulous prices, particularly at the interior points. A large number of reindeer were trained by the Laps, who are in charge of them, to carry sledges, and a system of reindeer transportation between the stations on the coast and the inland mining camps in the interior has been established. Thirty deer are kept on the route and now comparatively quick communication can be had from the camps, more than a hundred miles inland, with the villages on the coast. Reports that reach the bureau of education indicate that nearly every man in Alaska who can reach the newly discovered gold fields is rapidly moving in that direction to be on hand at the opening of the spring season. As long as the warm weather continues the men will be able to get along fairly well, but when the winter sets in there is bound to be great destitution among them unless they are able to leave before everything is tight and fast. The barren country yields nothing that can be converted into food and the miners will be entirely dependent on the reindeer. Heretofore Indian dogs have been used for transportation purposes. Last winter mongrel dogs cost as much as \$100 and \$200 each for hauling purposes, and the freight charges from the river to the mines, thirty miles, ranged from 15 to 20 cents per pound. This is a very expensive process, for the dog teams are slow and must be burdened with the food for their own maintenance. The reindeer are able to make the trip in one-third of the time required by the dogs and beside, at the end of the day, can be turned loose to gather their support from the moss, which is always accessible to them.

Dr. Jackson will arrange for the establishment of several new government schools in Alaska during the coming summer. Last year there were maintained 17 day schools in that far off possession of the United States, with 19 teachers and an enrollment of 1,068 pupils. The rapid development of the resources of the country is attracting a great influx of population. Many miners have brought their families with them, who are attending the schools in company with the native children.



ARCTIC SUNSET, SIBERIA.
Photograph by William Hamilton.

New York Tribune April 23, 1897

In some of the northern countries the reindeer is as necessary as the camel is to the desert peoples, and the Rev. Dr. Sheldon Jackson, an Alaskan missionary, has succeeded in persuading the Government to introduce them into that territory. There are now 1,100 in the stations there, all in a thriving condition, their increase being at the average rate of 60 per cent a year. Up to the time of their introduction the dog sup-

plied all the traction power which could in any way be obtained, and this was inadequate to the growing needs of the territory. The reindeer will be an important agent in its development; the climate suits him, and he finds everything satisfactory in his new environments except the hostility of the dog which he displaces. That ferocious animal, after the manner of his wolfish kind, falls upon and eats the innocent and useful newcomer whenever an opportunity presents itself. But it will be easy to acclimate a new style of dog and abolish the old one, if it be found necessary. As to the reindeer, there is no doubt that he has come to stay, whatever befall the other domestic animals there. He is worth them all put together. The service which the Rev. Mr. Jackson has rendered in bringing him thither is of enduring utility, and it is high testimony to his capability and business skill that the cost to the country of the animals was not quite \$20 a head, or rather less than that of the ordinary domestic cow.

An experiment which might perhaps be tried with good effect in some of the most northern parts of our Dominion has been successfully made in Alaska, through the efforts of the Rev. Dr. Sheldon Jackson. It is the introducing of reindeer into the country. Its possibility has been tested and their utility has been clearly established. They are swifter than dogs, traveling ninety miles a day, whereas the former can average but thirty-five, thus making swift communication between scattered settlements feasible. Their natural increase is rapid—estimated at fifty per cent.—so that in a brief time large herds may be expected, thus affording a new and higher employment for the contiguous native popula-

It was, however, so near the close of the short term of Congress that the resolution was not reached. When it became apparent that it would not be reached in the usual way, the Hon. Henry M. Teller, on the 26th of February, moved an amendment to the bill (H. R. No. 13462) making appropriations for sundry civil expenses of the Government for the year ending June 30, 1892, appropriating \$15,000 for the introduction of domestic reindeer into Alaska, which was carried. The appropriation failed to receive the concurrence of the conference committee of the House of Representatives.

Upon the failure of the Fifty-first Congress to take action, and deprecating the delay of twelve months before another attempt could be made, I issued, with the approval of the Commissioner of Education, an appeal in the Mail and Express of New York City, the Boston Transcript, the Philadelphia Ledger, the Chicago Inter-Ocean, and the Washington Star, as well as in a number of the religious newspapers of the country, for contributions to this object. The response was prompt and generous; \$2,146 were received.

As the season had arrived for the usual visit of inspection and supervision of the schools in Alaska, in addition to my regular work for the schools I was authorized to commence the work of introducing domestic reindeer into Alaska. The natives of Siberia who own the reindeer, knowing nothing of the use of money, an assortment of goods for the purpose of barter for the reindeer was procured from the funds so generously contributed by benevolent people.

The honorable Secretary of the Treasury issued instructions to Captain Healy to furnish me every possible facility for the purchase and transportation of reindeer from Siberia to Alaska. The honorable Secretary of State secured from the Russian Government instructions to their officers on the Siberian coast also to render what assistance they could, and on May 25, 1891, I again took passage on the revenue cutter *Bear*, Captain Healy in command, for the coast of Siberia.

The proposition to introduce domestic reindeer into Alaska had excited widespread and general interest. In the public discussions which arose with regard to the scheme, a sentiment was found in some circles that it was impracticable; that on account of the superstitions of the natives they would be unwilling to sell their stock alive; further, that the nature of the reindeer was such that he would not bear ship transportation, and also that, even if they could be purchased and safely transported, the native dogs on the Alaskan coast would destroy or the natives kill them for food. This feeling, which was held by many intelligent men, was asserted so strongly and positively that it was

thought best the first season to make haste slowly, and instead of purchasing a large number of reindeer to possibly die on shipboard or perhaps to be destroyed by the Alaskan dogs (thus at the very outset producing the scheme), it was deemed wiser and safer to buy only a few. Therefore, in the time available from other educational duties during the season of 1891, I again carefully reviewed the ground and secured all possible additional information with regard to the reindeer, and, while delaying the actual establishment of a herd until another season, refuted the correctness of the objections that the natives will not sell and the deer will not bear transportation by actually buying and transporting them.

The work was so new and untried that many things could only be found out by actual experience.

First. The wild deer men of Siberia are a very superstitious people, and need to be approached with great wisdom and tact. If a man should sell us deer and the following winter an epidemic break out in his herd, or some calamity befall his family, the Shamans would make him believe that his misfortune was all due to the sale of the deer.

Second. The Siberian deer men are a nonprogressive people. They have lived for ages outside of the activities and progress of the world. As the fathers did, so continue to do their children. Now, they have never before been asked to sell their deer; it is a new thing to them, and they do not know what to make of it. They were suspicious of our designs. Another difficulty arises from the fact that they can not understand what we want with the reindeer. They have no knowledge of such a motive as doing good to others without pay.

As a rule, the men with the largest herds, who can best afford to sell, are inland and difficult to reach. Then business selfishness comes in. The introduction of the reindeer on the American side may to some extent injuriously affect their trade in deer skins. From time immemorial they have been accustomed to take their skins to Alaska and exchange them for oil. To establish herds in Alaska will, they fear, ruin this business.

Another difficulty experienced was the impossibility of securing a competent interpreter. A few of the natives of the Siberian coast have spent one or more seasons on a whaler, and thus picked up a very little English. And upon this class we have been dependent in the past.

However, notwithstanding all these difficulties and delays, Captain Healy, with the *Bear*, coasted from 1,200 to 1,500 miles, calling at the various villages and holding conferences with the leading reindeer owners on the Siberian coast. Arrangements were made for the purchase of animals the following season. Then, to answer the question whether reindeer could be purchased and transported alive, I bought 16 head, kept them on shipboard for some three weeks, passing through a gale so severe that the ship had to "lie to," and finally landed them in good condition at Amaknak Island, in the harbor of Unalaska.

Upon my return to Washington City in the fall of 1891 the question was again urged upon the attention of Congress, and on the 17th of December, 1891, Hon. H. M. Teller introduced a bill (S. 1109) appropriating \$15,000, to be expended under the direction of the Secretary of the Interior, for the purpose of introducing and maintaining in the Territory of Alaska reindeer for domestic purposes. This bill was referred to the Committee on Agriculture and Forestry, Hon. Algernon S. Padlock, chairman. The committee took favorable action, and the bill was passed by the Senate on May 23, 1892. On the following day it was reported to the House of Representatives and referred to the Committee on Appropriations. A similar bill (H. R. 7764) was introduced into the House of Representatives by Hon. A. C. Durborow and referred to the Committee on Agriculture.

On April 15 Hon. S. B. Alexander, of North Carolina, reported the bill to the House of Representatives with the approval of the Committee on Agriculture. The bill was placed on the calendar, but failed to pass the House.

On the 2d of May, 1892, I started for my third summer's work on the coast of Siberia and Arctic Alaska in the United States revenue cutter *Bear*, Capt. M. A. Healy, commanding, and, upon the 29th of June following, selected in the northeast corner of Port Clarence (the nearest good harbor to Bering Straits on the American side) a suitable location for the establishment of an industrial school, the principal industry of which is the management and propagation of domestic reindeer. The institution is named the Teller Reindeer Station.

REINDEER IN ALASKA.

Their Numbers, Needs and Prospects—Land and Liquor in Circle.

Whether anything of permanent value will come out of the Government's attempt to introduce domestic reindeer into Alaska is a subject on which there is a difference of opinion, some persons denouncing it as arrant folly. But it is well to note what Dr. Sheldon Jackson, who has charge of the experiment, has to say regarding it in his sixth annual report.

It appears that there are now five herds in Alaska, at as many different stations. The central herd, at the Teller station, numbers 423; one at Cape Prince of Wales, a Congregational mission station, 253; one at Cape Nome, 218; two at Golovin Bay, the Swedish Evangelical and St. James Episcopal mission stations, 206, together making a total of 1,100 head.

In the first five years the transporting of reindeer from Siberia was done by the revenue cutter *Bear*; but, as she was not available last year, an effort to bring them by contract was made and failed, the result being that no deer were bought. However, although there was no increase from that source, 416 fawns were born, of which 357 lived. During the year 25 reindeer died from accidents received during a gale encountered by the *Bear* and 25 more from a hoof disease; 10 were killed for food, and 11 perished in an avalanche while feeding at the base of a mountain.

At the Teller station twenty-two deer were broken to harness, making fifty-two sled deer in the herd. The influx of miners into the Yukon region has resulted in a call for reindeer for freighting; and this fact suggests that while the original purpose of the introduction of the animals was to secure a new food supply for the Eskimos, they will be useful also to white men.

The wonderful placer mines of the Yukon region are situated from 25 to 100 miles off of the great Yukon River. The provisions brought from the south and landed upon the banks of the river are with great difficulty transported to the mines. So great was the extremity last winter that mongrel Indian dogs cost \$100 to \$200 each for transportation purposes, and the freight charges from the river to the mines, thirty miles, ranged from 15 to 20 cents per pound. The difficulty experienced in providing the miners with the necessities of life has demonstrated the necessity of reindeer transportation, and that the development of the large mining interests of that region will be dependent upon the more rapid introduction of reindeer for freighting. There are no roads in Alaska, and off of the rivers no transportation facilities to any great extent. In the limited travelling of the past dogs have been used for that purpose; but dog teams are slow, and must be burdened with the food for their own maintenance. On the other hand trained reindeer make in a day two or three times the distance covered by a dog team, and at the end of the day can be turned loose to gather their support from the moss, which is always accessible to them.

A great part of Alaska which is unfitted for agriculture or even cattle raising is amply supplied with the long, fibrous white moss, which is the natural food of the reindeer. As to the uses of the animal, "the flesh is considered a great delicacy, whether fresh or cured. The untanned skin makes the best clothing for the climate of Alaska, and when tanned is the best leather for the bookbinder, upholsterer, and glove maker. The hair is in great demand, by reason of its wonderful buoyancy, in the construction of life-saving apparatus. The horns and hoofs make the best glue known to commerce." But Dr. Jackson says that more Lapps should be obtained to look after the reindeer, particularly with reference to their use in the freighting business, and also that "a few years of large appropriations on the part of Congress would purchase and place in Alaska two herds of 5,000 each," which would be enough to cover the whole country by their natural increase, in time.

Besides what he has to say about reindeer, Dr. Jackson furnishes some interesting information relating to Alaska in general. The accounts of the missionaries as to the gold mining and other matters at Circle are especially interesting.

The Episcopalians have paid \$1,300 for an unfinished frame building, and have also bargained for an additional lot at \$300. A corner lot 50 feet front and 100 feet deep sold this spring for \$2,500 in gold; another lot 30 feet front and 50 feet deep, with an uncompleted two-story building, sold for \$7,000 in gold. Half the buildings in the place are saloons, and liquor costs 50 cents a drink. Last winter the place contained 500 white inhabitants; this summer, 1,150, of whom 200 are permanent residents in the village and the others scattered among the adjacent mines. There are about forty white women in the district. Last winter the thermometer registered at 5 P. M. 68° below zero for three weeks at a time. During the entire month of January the average temperature was 46° to 48° below zero. At Mastodon mines the thermometer last winter registered 76° below zero, and this summer 103° above zero. The valley of the great Yukon River is being fairly well supplied with missionaries.

Turning back to the main subject, Superintendent Widstead's report gives a good account of the progress of the apprentices, as the natives taught by the few Lapps are called. These apprentice holders claim several score of the reindeer as their private property, and the provisions allowing them to do this are presumably for the public interest, since they are continued.

In Mr. L. M. Stevenson's account of a sled trip inland from Point Barrow, a year ago last winter, he notes that the Kooloogrook is a broad stream, of which the south bank is fringed with a growth of willows from five to nine feet high, while on the north bank there is a growth of wild rice, wild rice, and other similar products, and the reindeer moss is everywhere. "The snow is never more than nine inches deep, usually less, and a sled breaks through to the ground except in the drifts. The entire country is well adapted to the handling of domestic reindeer, the moss in winter and grass in summer being in sufficient quantity for their support."

Coal veins of greater or less weight crop out frequently the largest seen being twenty feet in width and standing boldly out of the bluff. Mr. Kjellmann writes from Wisconsin to Dr. Jackson concerning the possibility of forming permanent colonies of Laplanders in Alaska, with the general result, it seems, of finding the project practicable, although believing that very positive inducements and good prospects must be held out for that purpose.

*Despatch. New York City
May 9, 1897*

Reindeer in Alaska.

The growing importance of the Alaskan mines and the development of the country along the lines fixed by its principal industries have justified the experiment begun in 1891 by Dr. Sheldon Jackson of introducing the Siberian reindeer and instructing the Eskimos in the care of them. For long journeys across a desert of snow dog trains will not answer. Not only is their progress slower than that of the reindeer, but they cannot carry, in addition to their own burdens, enough food for a long stage across country. With the reindeer it is different. After covering from fifty to ninety miles in a day—twice or thrice the distance to which a dog team is equal—the deer may be turned out at night to seek their own fodder under the snow. More than that, with such a reindeer herd as Siberia has, the natives of Alaska would have that resource of food and clothing of which they now are in so bitter need.

Republican Kearney

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Reindeer for the Yukon. (Seattle Post-Intelligencer.)

Twenty reindeer will be brought down this year from Point Clarence by the United States revenue cutter Bear for transportation by way of Yukon river steamers to the gold fields. Dogs have been the chief reliance of the miners for the transportation of their packs across the snow-covered areas. Horses, too, have found their way into the great valley and have proven almost beyond value. Now comes the beast of burden par excellence—the animal designed by nature to travel over those vast wastes and with tireless activity aid in their development. The introduction of reindeer into the Yukon has been the study and aim of such men as the Rev. Sheldon Jackson and Miner W. Bruce, the explorer, and if the proposed experiment to be made this year is successful it will be contrary to the predictions of many and will be the reward for the work of a few enthusiasts.



W. T. LOPP, SUPERINTENDENT OF TELLER REINDEER STATION, 1893-94

During the summer of 1892 I made five visits to Siberia, purchasing and transporting to Port Clarence 171 head of reindeer. I also superintended the erection of a large building for the officers and residence of the superintendent of the station, Mr. Miner W. Bruce, of Nebraska.

Returning to Washington in the early winter, agitation was at once commenced before Congress, resulting in an appropriation by the Fifty-second Congress, second session (March 3, 1893), of "\$6,000, to be expended under the direction of the Secretary of the Interior, for the purpose of introducing and maintaining in the Territory of Alaska reindeer for domestic purposes." The management of this fund was wisely laid upon the Commissioner of Education and was made a part of the school system of Alaska.

During the spring of 1893, 79 fawns were born to the herd at the Teller Reindeer Station, and during the summer 127 deer were purchased in Siberia and added to the Alaska herd.

At the expiration of his year's service Mr. Bruce resigned, and Mr. W. T. Lopp, of Indiana, was appointed superintendent.

During April, May, and June, 1894, 186 fawns were born to the herd, of which 41 were lost by being frozen or deserted by their mothers. During the summer I purchased in Siberia 120 head, which were added to the herd.

Siberian herders were employed at the beginning of the enterprise, not because they were considered the best, but because they were near by and were the only ones that could be had at the time. It was realized from the first that if the Alaskan Eskimo were to be taught the breeding and care of the reindeer, it was important that they should have the benefit of the most intelligent instructors and of the best methods that were in use. By universal consent it is admitted that the Lapps of northern Europe, because of their superior intelligence (nearly all of them being able to read and write and some of them being acquainted with several languages), are much superior to the Samoyedes deer men of northern Europe and Asia and the barbarous deer men of northeastern Siberia. Intelligence applied to the raising of reindeer, just as to any other industry, produces the best results.

Therefore, when in 1893 it was ascertained that the herd at Port Clarence had safely passed its first winter (thus assuring its permanence), I at once set about securing herders from Lapland. There being no public funds available to meet the expense of sending an agent to Norway in order to secure skilled Lapp herders, I had recourse again to the private benefactions of friends of the enterprise, and \$1,000 was contributed.

Mr. William A. Kjellmann, of Madison, Wis., was selected as superintendent of the Teller Reindeer Station and sent to Lapland for herders. He sailed from New York City February 21, and landed upon his return May 12, 1894, having with him seven men, their wives and children, making sixteen souls in all. This was the first colony of Lapps ever brought to the United States. They reached the Teller Reindeer Station safely on July 29, having traveled over 12,500 miles. Upon reaching the station Mr. Kjellmann took charge, relieving Mr. W. T. Lopp, who desired to return to the mission work at Cape Prince of Wales.

In 1894 the Fifty-third Congress, second session, increased the reindeer appropriation to \$7,500, and the same amount was appropriated in the spring of 1895, at the third session of the same Congress.

1895.

The accompanying report of Mr. William A. Kjellmann (Appendix B) upon the conduct of the Teller Reindeer Station and reindeer herd is so full and satisfactory that I will not even attempt to summarize it, but rather urge its careful reading.

Owing to the serious illness of his wife, and her need of the services of a physician, that could not be had at the station, Mr. Kjellmann resigned on the 20th of July and returned to the States. The same day Mr. Jens C. Widstead, of Wisconsin, the assistant superintendent, was made superintendent, and Mr. Thorvaald Kjellmann, of Norway, was appointed his assistant.

Having spent five consecutive seasons in arctic and subarctic Alaska and Siberia establishing and supervising schools and the introduction of reindeer, I felt the need of giving a season to the work in southeast Alaska. To accomplish this Mr. William Hamilton, my assistant, made the arctic cruise this season. The itinerary for 1895 is therefore written by him and is incorporated in an appendix (Appendix A).

The experience of the past year has demonstrated the wisdom of procuring Lapps for herders. Their greater intelligence, skill, and gentleness in handling the deer, and the introduction of their improved methods of treatment, have greatly promoted the welfare of the herd. In 1894, 41 fawns out of the 186 born were lost under the supervision of the Siberian herders. This spring under the care of the Lapps but 22 fawns were lost of 298 born at the three stations, and 7 of these were from the 75 born at Cape Prince of Wales, where no Lapp was present, thus reducing the percentage of loss among the calves the past spring from 22 per cent in the previous year to about 6 per cent for the present year. This great saving is due to the greater skill of the Lapps, and would alone pay the extra expense of procuring them as herders. It has also been found that there is a hearty agreement in the work between the Lapps and the Eskimo.

Last fall a commencement was made in the distribution from the central herd at the Teller Station. In August, 1894, 119 head of deer were given to Mr. W. T. Lopp, in charge of the mission of the American Missionary Association at Cape Prince of Wales. This spring the herd was increased by the birth of 75 fawns (Appendix C).

Instructions were left in fall of 1895 to furnish similar herds to the Swedish Evangelical mission at the head of Norton Sound and to the Episcopalians and Roman Catholics on the Yukon River.

The Eskimo have been so little accustomed to assistance from the whites that they have been somewhat skeptical concerning their being permitted to ultimately own the reindeer. As evidence of good faith, in February last a herd of 115 head was entrusted to three or four of the most experienced native apprentices, with an agreement that they were to own the natural increase. This spring during fawning season a Lapp was sent to their assistance, and they lost only 2 fawns out of the 79 born.

The experience of the past four years has demonstrated the fact that the present system of procuring reindeer is too slow, and will take many years to accomplish the purpose of the Government. To expedite matters I would respectfully suggest the propriety of placing, with

*Eagle. Poughkeepsie N.Y.
May 3, 1895*

In some of the northern countries the reindeer is as necessary as the camel is to the desert people, and the Rev. Dr. Sheldon Jackson, an Alaskan missionary, has succeeded in persuading the government to introduce them into that territory. There are now 1,100 in the stations there, all in a thriving condition, their increase being at the average rate of 60 per cent a year. Up to the time of their introduction the dog supplied all the traction power which could in any way be obtained, and this was inadequate to the growing needs of the territory. The reindeer will be an important agent in its development; the climate suits him, and he finds everything satisfactory in his new environments except the hostility of the dog which he displaces. That ferocious animal, after the manner of his wolfish kind, falls upon and eats the innocent and useful newcomer whenever an opportunity presents itself. But it will be easy to accclimate a new style of dog and abolish the old one, if it be found necessary. As to the reindeer, there is no doubt that he has come to stay, whatever befall the other domestic animals there. He is worth them all put together. The service which the Rev. Mr. Jackson has rendered in bringing him thither is of enduring utility, and it is high testimony to his capability and business skill that the cost to the country of the animals was not quite \$20 a head, or rather less than that of the ordinary domestic cow.

For instance, there is John W. Kelly, who chartered the schooner Volant and sailed away for the Siberian coast two days ago, all in the name of the Department of the Interior.

He is not, this altogether delightful Mr. Kelly, a "professor" in any conceivable sense of the word. Instead, he has the temerity to publish a small book, originally intended, I believe, for the instruction of his nearest of kin, and boldly entitled "The Bible, Based on the Higher Criticism and Latest Researches in Archaeology." But beyond the tenets of any denominational theology, "Kelly," as he is known over magnificent distances of Arctic territory, is of "such as fought and sailed and ruled and loved and made our world."

In that frozen north the man is an institution—unique and powerful.

He went to Alaska years ago in the employ of a corporation and to perform the unpoetic office of catching whales. He caught the whales, too, by the way—fifty-six of them in six years.

As that does not sound particularly imposing, it may me well to explain that whales are awfully expensive luxuries, even upon their native heath, so to speak. A good whale is worth \$5000, according to Mr. Kelly, who could not exaggerate, I believe, though I suspect he is out of his element when he speaks of finance.

There is not, or at least there was not until about the day before yesterday, much thought of finance on the Alaskan plains and coasts. The talk of Mr. Kelly is superbly restful in its ignoring of all sordid considerations.

Imagine going shopping with a man who calmly bought twenty kerosene cans full of matches! And I believe that Mr. Kelly intends to perform the labor of striking every one of them off himself.

It is the same way with everything—a magnificent largeness in the making of his arrangements. What pettiness could there be left in a man who is going to sail to Siberia with packing boxes of mail addressed to himself stored in the vessel's hold, and by his explicit orders not to be opened until next winter? They have the habit, the United States mails, of coming to Kelly only once a year.



VILLAGE OF EAST CAPE, SIBERIA. (BERING STRAITS.)
 Photograph by J. M. Justice.

They come in packing cases then, and if it were necessary Uncle Sam, who sends this nephew to the uttermost parts of the earth, would not a bit mind chartering a ship to send the mails over half-frozen seas to Kelly.

"Do you buy everything you want?" I humbly asked of this very modern Aladdin down at the Howard-street wharf.

"Oh, certainly," he calmly replied. "Everything that I can think of that would be of any use to me."

The things that will be of use are books—any quantity of them, and literally regardless of expense. Thimbles and needles—impossible numbers of them with which the hearts of isolated and industrious daughters of the north-land will be gladdened.

It is not, let me interpolate, down in the contract with Uncle Sam or anybody else that Kelly shall carry some hundreds of thimbles—good silver ones, too—and thousands of needles to the native women.

The thoughtfulness and the insistent kindness are only Kelly's little way. He has learned that the women labor under disadvantages when they have to sew their pretty fur garments with needles of fish bone.

He has learned that the thimbles and needles will win the gratitude and love of the people and will protect him better than weapons from the bitterness which has again and again been visited upon strangers and pilgrims in the north.

It is virtually another case of conquering the savages with glass beads, as did wily old William Penn—save that Kelly is not seeking to possess the territory of his friends, and would not for the world carry them any of the frivolities of civilization.

It is Kelly's idea to teach the people to do better what they have done before—not to destroy their adaptability to the cold and desert region they must inhabit, but rather to improve their condition in very truth.

the consent of the Russian Government, a purchasing station somewhere on the Siberian coast, to remain through the year (Appendix F). If successful such a station ought to gather together 2,000 or 3,000 head and have them ready for transportation during the summer. Another plan, and a more feasible one, will be to contract with responsible parties for the purchasing and delivering of so many head of reindeer annually at certain designated points in Alaska. This latter plan will relieve the office of much anxiety.

THE POSSIBILITIES OF THE FUTURE.

There are in northern and central Alaska, at a moderate estimate, 400,000 square miles of territory that are unadapted to agriculture or the grazing of cattle, and that region is without an adequate food supply for the Eskimo inhabitants or the white miners and others who are now penetrating it in search of gold or trade. But that whole region is supplied with a long, fibrous white moss (*Cladonia rangiferina*), the natural food of the reindeer. This is capable of becoming food and clothing for men only by its transformation into reindeer meat and furs.

The best results in the raising of reindeer, and the most complete statistics, are found in Norway and Sweden. Taking those countries as a basis, we find that the northern provinces known as Lapland contain an area of 14,000 square miles, in which are 322,568 head of reindeer. This gives an average of 23 reindeer to the square mile.

Applying this ratio to the 400,000 square miles of arctic and sub-arctic Alaska (and there is no known reason in the general character of the country why we should not), we have as a result that Alaska is capable of sustaining 9,200,000 head of reindeer, which, at the valuation of \$9 each (the price in Sweden), will be worth \$83,000,000.

In Lapland there is an average of 32 head of reindeer to each person among the reindeer Lapps. Applying the same average to Alaska, the 9,200,000 head of reindeer will support a population of 287,500, living like the Lapps of Lapland.

EFFECT UPON ALASKA.

The stocking of Alaska with reindeer means—

First. The opening up of the vast and almost inaccessible region of northern and central Alaska to white settlers and civilization.

The original purpose in 1890 to introduce reindeer into Alaska was inspired by a desire to provide a new and more permanent food supply for the half-famishing Eskimo.



TRAVELING WITH REINDEER.

By Tappan Adney. Published by the courtesy of "Our Animal Friends."

Since then the discovery of large and valuable gold deposits upon the streams of arctic and subarctic Alaska has made the introduction of reindeer a necessity for the white man as well as the Eskimo. Previous to the discovery of gold there was nothing to attract the white settler to that desolate region, but with the knowledge of valuable gold deposits thousands will there make their homes, and towns and villages are already springing into existence.

But that vast region, with its perpetual frozen subsoil, is without agricultural resources. Groceries, breadstuffs, etc., must be procured from the outside. Steamers upon the Yukon can bring food to the mouths of the gold-bearing streams, but the mines are often many miles up these unnavigable streams. Already great difficulty is experienced in securing sufficient food by dog-train transportation and the packing of the natives. The miners need reindeer transportation.

Again, the development of the mines and the growth of settlements upon streams hundreds of miles apart necessitates some method of speedy travel. A dog team on a long journey will make on an average from 15 to 25 miles a day, and in some sections can not make the trip at all, because they can not carry with them a sufficient supply of food for the dogs, and can procure none in the country through which they travel. To facilitate and render possible frequent and speedy communication between these isolated settlements and growing centers of American civilization, where the ordinary roads of the States have no existence and can not be maintained except at an enormous expense, reindeer teams that require no beaten roads, and that at the close of a day's work can be turned loose to forage for themselves, are essential. The introduction of reindeer into Alaska makes possible the development of the mines and the support of a million miners.

Second. The opening up of a vast commercial industry. Lapland, with 400,000 reindeer, supplies the grocery stores of northern Europe with smoked reindeer hams, 10 cents per pound; smoked tongues, at 10 cents each; dried hides, at \$1.25 to \$1.75 each; tanned hides, \$2 to \$3 each, and 23,000 carcasses to the butcher shops, in addition to what is consumed by the Lapps themselves.

Fresh reindeer meat is considered a great delicacy. Russia exports it frozen, in carloads, to Germany. The Norwegian Preserving Company use large quantities of it for canning.

The tanned skins (soft and with a beautiful yellow color) have a ready sale for military pantaloons, gloves, bookbinding, covering of chairs and sofas, bed pillows, etc.

The missionaries, the fur traders, may teach the simple natives that it is wise to exchange their furs for American cotton clothing, their blubber for whisky and their honesty for doctrine. Not so Mr. Kelly.

His idea of reforms is scientific, perhaps, or perhaps merely common sense. The thimbles and needles are an instance of it perhaps, and the widespread introduction of the classic game of whist is another.

Best of all, there is the teaching of the laws of sanitation. When Mr. Kelly went first among the Eskimos he found them living mainly upon fish and blubber, and consequently a race of "bleeders"—subject to hemorrhages.

Kelly taught them to use farinaceous foods—brought in flour, rice and beans, and taught the cooking of them with a magnificent thoroughness.

It is a fair exchange, the sending out of what those people do not need for what they do, but where lives the missionary, save Kelly himself, that would be wise enough to discriminate and strong enough to put his ideas into action?

To go back to the stores of the Volant, there are enough of them, one would think, for a principality and its retainers.

There is something of the princely, too, I protest, in this modest American citizen, whose uncouthness is his single affectation and hardly skin deep.

And a beautiful princeliness it is, too—nobler, infinitely, than any story-book conception.

It is princely, is it not, to gather into the big snug winter house on that frozen shore up there as many retainers as will come?

"At first," said Mr. Kelly, with his slow and quiet smile, "they would only let me have the orphan boys—poor little chaps who were only drifting around."

And think of what it is to "drift" around an inhospitable world of ice and snow!



LASSOING REINDEER, SIBERIA.
Photograph by William Hamilton.



HOBBLING REINDEER, SIBERIA, PREPARATORY TO SHIPPING TO ALASKA.
Photograph by William Hamilton.



GROUP OF SIBERIAN REINDEER MEN, SAINT LAWRENCE BAY, SIBERIA.
Photograph by William Hamilton.



BRIG W. H. MEYER, WRECKED ON BEACH IN FRONT OF TELLER REINDEER STATION, 1895.
Photograph by J. M. Justice.

The hair is in great demand for the filling of life-saving apparatus (buoys, etc.), as it possesses a wonderful degree of buoyancy. The best existing glue is made of reindeer horns.

On the same basis Alaska, with its capacity for 9,200,000 head of reindeer, can supply the markets of America with 500,000 carcasses of venison annually, together with tons of delicious hams and tongues, and the finest of leather.

Surely the creation of an industry worth from \$83,000,000 to \$100,000,000, where none now exists, is worth the attention of the American people.

Third. The perpetuation, multiplication, and civilization of the Eskimos of that region. The Eskimos are a hardy and docile race. Their children learn readily in the schools, and there is no reason why they should not be made an important factor in the development of that land. The density of population in any section being largely dependent upon the quantity of the food supply, the increase of food supply will naturally increase the number of hardy Eskimo.

For the breeding of the reindeer and the instruction of the native people in this industry, it is desirable that there should be a migration to that country of skilled herders and their families. The inviting of this class of European settlers will not crowd out the native Eskimos, but will greatly assist them in their efforts to adjust themselves to the raising of reindeer. Lapp families, with their greater intelligence, skill, and gentleness in handling reindeer, and their improved methods of

"I had eight of these boys with me from the first. My boy captains, I called them. They had their own boats with my flag—a nine-foot two-pointed banner of red, with one white star.

"They caught whales, too, each one of my crews of boy captains. And in winter we built boats and taught other people to build boats and sleds in the big inclosure of my house.

"Before I came away I could have any body's boys in my family. In fact, the 'best people' were anxious that I should take their sons to train and teach."

And no wonder.

For what, forsooth, does not Kelly know? He carries up medical stores, and knows how to make the most of them. As for books and the sometimes useful lore of them, there is no end of that.

And to add to all this the "gentle wisdom never learned from books," all the hand crafts of the clever and versatile Yankee habit, and withal an understanding of the needs of the people and the hour is surely to be great.

Kelly is not now going back among the people he knows and loves. His face grows sad only when he remembers that, and grave at the thought of his probable reception at the hands of the Siberian—the slow winning of their trust and affection.

"What do you do with your affections up there?" I asked the man.

"Seal 'em up," he declared. "Seal 'em up tight till I come back in three or six years."

But it isn't the least bit true. For, though Kelly will not talk of himself, some of his stories of the people betray the situation.

There was a wee bit of a maid, 6 years old at first, and with a name that means "The Sweetest," who used to play about Kelly's house and workshop.

Mr. Kelly protests that he did not do much for her nor pay her much attention. Be that as it may, there came a sorry day when Kelly left a protesting village full of people and went to live 300 miles away in that land of magnificent distances.

One day he received an urgent message asking him to come to the nearest village, a few days' journey through the cold and snow.

In a hospitable home of the village was demurely seated—The Sweetest.

Among the Eskimos parents obey their children. When, then, The Sweetest had announced that she was going to join Kelly she was probably not opposed.

She clothed her 10-year-old self in two suits of furs at any rate and made the journey of 300 miles, by what means may never be recorded.

Settlements were far apart upon the route, but it is likely that the determined child had managed to make herself understood and had compelled the people to help her to achieve her purpose.

At any rate she arrived triumphantly, did The Sweetest, and not much the worse for her strange journey. And by and by, though the Eskimos are not a nomadic people, the family of The Sweetest appeared upon the scene and calmly settled down; secure in the belief that any place where Kelly dwelt was good to live in.

To come back to the subject which is absorbing all of Kelly's interest just now, the reindeer are to be the truest missionaries.

Already this government has sent twelve hundred of the useful little animals into that country and has distributed them among the mission stations, where they are sure of good care.



SKINNING REINDEER.
Photograph by William Hamilton.



MILKING REINDEER.
Photograph by W. T. Lopp.

June 6, June 6, 1897.
**MISSIONARIES NOT
WANTED IN SIBERIA.**

OBJECTIONS BY RUSSIANS.

**CONSUL REFUSED CLEARANCE TO
THE VOLANTE.**

**Dr. Sheldon Jackson Will Now Send
the Gospel Ship to
Alaska.**

Rev. Dr. Sheldon Jackson, "the wild rider of the Sierra" and "the Buffalo Bill of Presbyterianism in the Wild West," as he has been familiarly dubbed, arrived from the East yesterday and is a guest at the Russ. Dr. Jackson, who does missionary work and holds the Government post of Indian teacher in Alaska, is on his way north after a stay of several months in the East. He attended the Presbyterian General Assembly at Warsaw, Ind., last month and was honored with the important office of moderator.

Dr. Jackson was met upon his arrival by J. W. Kelly, H. R. Wood and some of the other missionaries who have been awaiting the departure of the schooner Volante to journey to the north.

As was announced a few days ago, the Volante was chartered for a trip to Siberia, where she was to take aboard a load of reindeer for Alaska, but she was prevented from clearing through the refusal of the local Russian Consul to sign the clearance papers. The excuse given was that the schooner had several missionaries aboard, and that the Russian Government wanted no missionaries to take up their abodes among the Siberian natives.

It was hoped that Rev. Dr. Jackson would be able to straighten out matters upon his arrival, but it was announced last night that the Volante would give up the Siberian trip for the present and would sail direct to Alaska with the seven missionaries who have engaged passage on her. Dr. Jackson will leave this evening for Portland, and will thence proceed on to Alaska and up the Yukon to the mining districts.

Dr. Jackson is one of the best known of Presbyterian missionaries. He served under the Christian Commission in the Army hospitals in Tennessee and Alabama during the war. His rough riding for Christianity came later. In 1870 he was given charge of nearly everything between the Mississippi and the setting sun. During the period of his work in the West Dr. Jackson traveled 605,000 miles in whatever way he thought best and quickest in the cause of the church. He paid missionaries out of his own pocket to aid in the work, and did much to organize missions and spread the gospel throughout Iowa, Nebraska, Dakota, Wyoming, Montana and Utah.

It is said of him that while he was riding across the prairie one day he found a woman whose grandmother had been a Presbyterian. He organized her into a Presbyterian Church and then rode on his way. Early in the '80s he was sent to Alaska, and was the first missionary to make his appearance there. He has been in that country almost continuously ever since, spreading the gospel, fighting corrupt Government officials, and incidentally pursuing his vocation of Government teacher among the Indians.



REV. AND MRS. THOMAS HANNA, CONGREGATIONAL TEACHERS, CAPE PRINCE OF WALES, ALASKA.



MR. AND MRS. V. C. GAMBELL, PRESBYTERIAN TEACHERS, SAINT LAWRENCE ISLAND, BERING SEA.

treatment, wisely distributed among the Eskimos, will be an object lesson to stimulate, encourage, and instruct them.

To awaken an interest in Lapland and open the way for securing a larger number of Lapp herders, I would suggest the publication for distribution in Lapland of a small pamphlet in the Norwegian language upon the advantages of raising reindeer in Alaska.

I am in receipt of many applications for the reindeer report that can not be supplied, because of the limited edition now published. It is important that the rising public sentiment favorable to the introduction of domestic reindeer into Alaska should be fostered and quickened by the wide dissemination of the information contained in these annual reports. Judging from past experience, an edition of 100,000 copies would be quickly applied for and taken.

REINDEER FUND, 1894-95.

Received from Congress.....	\$7,500.00
Disbursements:	
Supplies and general expenses of station, Port Clarence....	\$3,811.83
Trade goods used in purchasing deer.....	1,767.26
Extra coal used by the Bear in transporting deer.....	1,081.50
Maps used in report.....	150.00
Salaries of employees at station.....	683.80

REINDEER FOR ALASKA

Kris Kringle's Steeds the Only Hope for Klondyke.

ROOM FOR NINE MILLION OF THEM

Dr. Sheldon Jackson, U. S. General Agent of Education in Alaska, Declares that Only by Trained Teams Can the Starving Yukon Miners Be Saved—Dogs Can't Carry Enough Food for Themselves—No Roads in Alaska—Necessary to Miners.

TWO recent events have brought the introduction of domestic reindeer into Alaska before the American public with great prominence. One of these was the information that the miners in the Yukon Valley were without a sufficient supply of provisions to last during the coming winter. After weighing various plans, the government found that the only possible solution was to take the reindeer trained to harness that were in the neighborhood of St. Michael and with them freight provisions to the miners from the abundant supplies stored at St. Michael, located on the coast of Bering Sea, sixty miles above the mouth of the Yukon. Hence orders were issued by the War Department late in September directing Lieut. Col. Randall, U. S. A., in charge of a detachment of troops at St. Michael, to take charge of the reindeer and with them send food to the starving miners on the Yukon. These arrangements were no sooner consummated than tidings came from the arctic coast of

Alaska that eight whaling vessels, carrying crews aggregating about 400 men, had been unexpectedly caught in the ice and the men were in danger of starvation.

Many plans were proposed for a relief expedition, but it was found that no plan was practicable that was not based upon the reindeer. Accordingly the government, on the 16th of November, issued orders for the revenue cutter Bear to proceed north until stopped by ice, then make a determined effort to send a small party of officers and men over the ice to the main land. Having landed, the party are to proceed to Cape Prince of Wales, secure the services of W. T. Lopp, a Congregational missionary, borrow his reindeer herd and the herd belonging to a native Eskimo by the name of Antisarlook (Charley), and with these two herds proceed overland five or six hundred miles in December and January to Point Barrow, or until the sailors are found.

The importance of the reindeer in the development of Alaska cannot be overestimated. This is true whether looked upon from the side of humanity, utility, or commercial value. The native peoples occupying Northern Alaska were brought to a condition of semi-starvation through the persistent destruction of the whale by the whalers and the rapid killing of fur-bearing animals through the introduction of breech-loading firearms. The days when they can support themselves and families comfortably by fishing and hunting are past, and a change in their method of subsistence has become absolutely necessary. This change can be secured by the introduction of herds of domestic reindeer and the education of the native population in their care and management. A careful computation, based upon the statistics of Lapland, where similar climatic and other conditions exist, show Northern and Central Alaska to be capable of supporting over 9,000,000 head of reindeer.

Necessary to Miners.

With the discovery of large and valuable gold deposits upon the streams and creeks of arctic and sub-arctic Alaska, it is found that the reindeer is as important to white men as to the Eskimo. A dog train on a long journey will make on an average from fifteen to twenty-five miles a day, and in some sections cannot make the trip at all, because the dogs

Total 7,494.39
Balance 84 5.61

I desire to acknowledge my indebtedness to Mr. John P. Haines, president of the American Society for the Prevention of Cruelty to Animals, for illustrations of driving and loading reindeer, and to Messrs. William Hamilton, Tappan Adney, John M. Justice, Francis Barnum, Winter & Pond, and to the Woman's American Baptist Home Missionary Society for photographs.

Thanking you for your deep interest and hearty cooperation in the work, I remain, with great respect,

Your obedient servant,

SHELDON JACKSON,

United States General Agent of Education in Alaska.

Hon. W. T. HARRIS, LL. D.,

Commissioner of Education, Washington, D. C.

APPENDIX B.

ANNUAL REPORT TELLER REINDEER STATION.

By WILLIAM A. KJELLMANN, Superintendent.

[Translated by Rasmus B. Anderson, LL. D., ex-United States minister to Denmark, author of Norse Mythology, First Chapter of Norwegian Immigration, and other works.]

PORT CLARENCE, ALASKA, June 29, 1895.

SIR: In accordance with your instructions dated July 2, 1894, in which you say that "upon the last day of June of each year the superintendent will make out and mail to the general agent of education in Alaska an annual report of operations at the station," I have the honor to render an account of matters at the Teller Reindeer Station for the period beginning with August 6, 1894, and ending with the 30th of June, 1895. With it will be included a report of my journey to Lapland, and of the transportation of the Lapps to this place in 1894.

I left Madison, Wis., February 16, 1894, in accordance with your instructions, bound for Lapland, via Washington, for the purpose of securing the services of five Lapp families and their dogs, and transporting them to Alaska as herders of reindeer. These Lapps were in the first place to herd the reindeer belonging to the United States Government, and in the second place teach the natives of Alaska the art of herding reindeer.

Upon my arrival in Chicago the same day, I spent the day there and at once commenced inquiries into the cheapest and best way of transporting the Lapps and their dogs from Chicago to San Francisco. The result of my investigation on this point was reported to you on my arrival in Washington the 19th of the same month.

After receiving the necessary orders and letters of introduction, that were of great service to me, and aided me materially in making my mission successful, and after receiving \$1,000 from you personally for defraying the necessary expenses of my journey, I started for New York on the morning of the 20th, where a ticket was bought the same day for Trondhjem, via Liverpool and Hull, England. I traveled by the White Star Line across the Atlantic, and by the Wilson Line across the North Sea. Trondhjem is the most northern point in Norway to which tickets can be bought at New York.

On account of the short time at my disposal—only two days between my appointment and my departure for Lapland—I did not have much opportunity to prepare any definite plan for my somewhat difficult task, but by the time I reached New York I had made up my mind how to go to work.

The large majority of the people with whom I talked, and who claimed to be familiar with the circumstances in Lapland, insisted that my journey would be useless, claiming that the Lapps could not be induced to leave their firesides on the mountains. Personally, I was very hopeful, providing I could reach Lapland before the Lapps started on their summer wanderings and got scattered over all the mountains, so that it is almost impossible to find them or get them together into one place. I was aware that there was to be a Lapp market at Bosekop, about 70 miles southwest of North Cape, the 7th, 8th, and 9th of March, 1894, and to this market there would come hundreds of Lapps personally known to me for the purpose of selling reindeer meat, skins,

reindeer thread, hair, shoes, antlers, etc. This market is held at fixed times in each year, and it had been one of the points which I visited while I was employed for several years by a large firm as buyer, and hence my acquaintance with many of the Lapps who congregate there.

To reach North Cape, in Norway, from New York in so short a time—fifteen to sixteen days—was hardly to be expected in this season of the year. I therefore telegraphed from New York to a commercial house in Hammerfest, asking it to make my coming and my errand known to the Lapps, if possible, before they met at the market, in order that they might begin to discuss the matter with their families at home and so be prepared to come to a decision. The wisdom of sending this telegram was afterwards demonstrated, and it saved me much travel and expense after I reached Lapland. Having made all my preparations I went on board the *Majestic* and at 6 o'clock on the 21st of February the steamer left New York with five hundred passengers on board.

The weather was fine for that season of the year, and on the 27th, at 12.45 p. m., Ireland was sighted. During the afternoon of the same day passengers and mail were landed at Queenstown, and the next morning at 8 o'clock we arrived in Liverpool. It took about four hours to land the passengers and their baggage, and two hours more were spent in getting through the custom-house. From the custom-house I went directly to the railroad station and took a train at once for Hull, where I arrived at 6 o'clock in the evening in a pouring rain. Half an hour later I was pacing the deck of the Wilson steamer *Juno*, and at 8 o'clock the same evening, February 28, this vessel left the dock and proceeded into the North Sea, bound for Trondhjem, Norway.

This season being unfavorable for tourists, there were few passengers. Had I been delayed a few hours across the Atlantic I would have had to wait a whole week in England for the next steamer to Norway, there being only weekly steamers during the winter. Thus I saw the waves of the Atlantic and those of the North Sea and crossed England all on the same day. The North Sea was rough, as usual in this season of the year, but its breakers had no effect on me. Fortunately I have never been seasick. After three days we reached Bergen, Norway, on March 3, and remained there one day. I improved this time to call on the United States consul, Mr. Gade, and consulted him in regard to the speediest way of getting to the far north. The consul made some inquiries by telephone, and then advised me to continue my journey in the *Juno* to Trondhjem, whence a fast steamer would depart on the night of the 5th.

We left Bergen in the evening, and after stopping at a couple of places to land passengers and mail, March 4 at noon we were in the harbor of Christiansand, and the captain of the *Juno* informing me that we would not reach Trondhjem before late in the evening, which would give me no time to go to the city to arrange my affairs, I sent a telegram from Christiansand to the American consular agent requesting him to meet me in the harbor on the arrival of the *Juno*. When the ship entered the harbor of Trondhjem, about 10 o'clock in the evening, the consular agent met me on board. He kindly took my draft and had a part of the money sent to me a week later, when the advices had arrived by mail. The fact was, I had gained just a week on the mail that left New York at the same time that I did.

This arrangement made it possible for me to continue my journey northward. At midnight I went on board the steamer *Vesteraalen*, bound for Tromsøe. During the most of this trip we had snowstorms, but the steamer made good time, and we anchored in the harbor of Tromsøe on the 7th of March. Hitherto I had progressed even more rapidly than I had expected, but this was the first day of the Lapp market, 180 miles away. The journey from New York to Tromsøe had been made in fourteen days, the best record ever made, and it will probably not soon be equaled again, but I had traveled continuously without interruption. Tromsøe is located at 69° 40' north longitude. Though unwilling, I was obliged to remain there one day, but I employed this time in hunting up more Swedish Lapps, who were there accidentally. They gave me but little comfort. They admitted that there were many Swedish Lapps who had lost all their reindeer on account of the hard crust of ice on the snow, which made it impossible for the animals to get their fodder. Many reindeer had perished from hunger. The same was the case at Karasoanda, where many Lapps were suffering, but the Swedish Lapps assured me that it would be useless to try to get them to go to America. That would be asking too much. They

cannot carry with them a sufficient supply of food for themselves, and can procure none in the country through which they travel. To facilitate and render possible frequent and speedy communication between these isolated settlements and growing centers of American civilization, where the ordinary roads of the States have no existence, and cannot be maintained except at an enormous expense, reindeer teams that require no beaten roads, and that at the close of a day's work can be turned loose to forage for themselves, are essential. Thus the introduction of reindeer into Alaska makes possible the development of the mines and the support of the miners.

The introduction of domestic reindeer among the native peoples will probably be accomplished through the instrumentality of the various missions which have been established among them. To facilitate this the government has entered upon the policy of lending them small herds, with the understanding that after a term of years an equal number will be returned by the missionary societies to the government. As the mission herds increase there will be a constant supply for the establishment of new herds owned by the natives, who have taken care of the mission herd, learned the business, and received reindeer in compensation of their services. For the use of the miners some plan will be arranged by which parties desiring to establish transportation routes can procure trained deer for the purpose. The first thought of the miner in Central Alaska is to secure a good claim, and his next thought is the question of food supply—whether he can secure

enough provisions from the warehouses where they are brought by boats and in other ways, to enable him to work his mine continuously. With the exception of fish and a limited quantity of wild game, and a limited quantity of garden vegetables, there is no food in the country; all breadstuffs and the larger portion of the meat supply and fruits must be brought into it from the outside.

No Roads in Alaska.

Now it should be remembered that there are no roads in Alaska, as they exist in other sections of the United States, and that with the almost illimitable area of bog and swamp and tundra and frozen subsoil, it will be impossible to make and maintain roads except at a cost that is practically prohibitive. In summer the supplies loaded into small boats are pulled up the creeks or packed on men's sleds. In winter they are hauled on dog sleds. This costs heavily. In addition to the expense, the carrying capacity is limited—a load is from 100 to 125 pounds per sled per dog, a portion of which is food for the dogs, and if the route is a long one without intervening stores of supply, a dog team can scarcely carry more than food sufficient for themselves. So far, they have failed in supplying the miners with a sufficient stock of provisions.

The only possible solution of the question of reasonable land transportation and rapid communication and travel between centers hundreds of miles apart in sub-arctic Alaska, is the introduction and utilizing of domestic reindeer. The deer is to the far north what the camel is to desert regions; the animal which God has provided and adapted for the special conditions which exist. The greater the degree of cold the better he thrives. Last winter a party of reindeer hauling nine sleds made a day's journey with the temperature at 73 degrees below zero. A deer with 200 pounds on the sled can travel up and down the mountains and over the plains from one end of Alaska to the other, living off the country where he travels. Last season an expedition of

nine deer drawing nine sleds was made through Alaska lasting during the four winter months and making a total distance of 2,000 miles, during which the deer were turned out at night after a day's work to find their own provision, which is the native moss (*Cladonia rangiferina*) covering all that region.

Depends on the Reindeer.

The great mining interest of Central Alaska cannot realize its fullest development until the reindeer are introduced in sufficient numbers to do the work of supplying the mines with provisions and

highly ticked higher sentiment or left thought. Intellectual taste was developed for a better purpose than to become the slave of the trashy three-volume novel.

The girl emerging into womanhood may be satisfied with her moderate personal attractions, or may be "dowered with the fatal gift of beauty," but something more is required before she is fit to become wife and a mother, or even a useful member of society. Physical loveliness is fascinating while it lasts, but its reign is brief, and no amount of artificial substitution can supply its place. Intelligence, amiability, however, never grow old, and a pretty woman without these, even in the glory of her youth, is only a plaything for an hour. She, whose soul is illuminated and beautified, can afford to dispense with cosmetic powders and paints and other deceits. Engaging in mind and natural in body, she wins esteem by her candor and virtues. Her charms never decay, and in the evening of life she is as dear to her husband as on the morning of their wedding day. It is the strongest reproach to young women that they rate the ornamentation of their bodies so much higher than that of their minds that they spend nearly all the time and money they possess in personal decoration, and give so little toward self-cultivation. Yet we know that they do this because the majority of men prefer it so, and therefore the reproach lies still heavier on these. They ask for dolls and the get them; for empty-headed women who pall upon them before the honeymoon is over, and the matrimonial market is consequently flooded with such.

We live in a world of beauty—beaut above and around us. Wonders beset us at every step, but every marvel is a solvable problem. A flower is a delight, a leaf a miracle of power. And if we cannot yet penetrate the mystery of life itself, we may understand its organisms, and gradually unfold the processes of nature. By doing this we understand her, we appreciate, love, and reverence her. We see that she is very good. We recognize that we are a part of her, bound up by numberless affinities with all she has evolved. So that, not in the Scriptural only, but in the true biological sense, we can say to the worm, "Thou art my brother," and can realize the duty and the pleasure of sympathy with every living thing. Above all, we can trace the progress of the human organism from its germ to its complete development, and learn what may affect it for good or for evil. Is any one foolish enough or mad enough to think that this is an improper study for a pure-minded woman? If so, he is in the depths of ignorance and the bonds of superstitious prejudice. For this is not only her right but her duty. Is she, the future mother, to know nothing of motherhood? She, the producer, to be excluded from sexual knowledge! Let this rubbish be taught to monks and nuns, if they will, but not to the would-be mothers of an imperial race.

The chief danger to young women at the outset of their lives is flattery—especially male flattery. Foolish mothers, in their fondness, coddle them from infancy, teach them before they can lisps to love, showy clothes and ornaments, compliment them to their faces, and give them the first taste for what may at length become their ruin. Thus we see little girls mincing in gait and affecting the airs of adult vanity. As they grow, the

Dr. Jackson represented the bureau of education and his purpose was to improve the condition of the natives and furnish them with transportation facilities and food supplies. Several hundred reindeer are now ready for service and more will be brought from Siberia at the earliest opportunity. If the expedition to relieve the ice-bound whalers off the northern coast of Alaska reaches its destination, success will be owing to the use of reindeer now in the government corral. These hardy animals feed on the mosses that cover the frozen tundras of the north and thrive. Horses are quite useless on the Yukon because their food must be taken into the country with them. Reindeer must be employed in the mining regions if economy is to be observed.

Speculators in live stock may well abandon the horse and turn attention to importing and training the animals long celebrated for speed and endurance in Lapland and Siberia.

would suffer a great deal before they would leave their native heath.

On March 8 I took a steamer for Hammerfest, where I arrived on the 9th. The first thing I had to do there was to borrow some money, as the draft I had received in Washington had been left in Trondhjem. I found no trouble in getting what funds I needed, as I was well acquainted in Hammerfest. The cablegram which I sent from New York had been duly received, and Messrs. Feddersen & Nissen had done everything possible to make my mission known among the Lapps, both through their agents in Lapland and at the Lapp market. Messrs. Feddersen & Nissen, the gentlemen to whom I had telegraphed from New York, gave me many valuable suggestions after they became better acquainted with the purpose of my journey. I was yet a long way from the Lapp market, but I telegraphed to some of my friends who were attending the market, and in this manner about thirty Lapps were persuaded to await my arrival and hold a conference with me personally. I left Hammerfest on the evening of the 11th on a small tug-boat for Bosekop, where the Lapps had been waiting for me for two days. They received me as an old acquaintance. We chatted awhile about the result of the Bosekop market, about the prices of meats and skins, about the sleighing, etc. I told them news from America, and treated them to some delicacies that I had brought with me from New York. As they had never before tasted anything from New York, they looked upon this as a great compliment. The first day was spent in this manner, and the next day we met again to discuss Alaska and my errand. Two of the Lapps whom I had thought of interesting in my mission were absent, and I was told that they had gone to Russian Lapland to attend a Lapp market there.

In explanation of the slow progress I was making, it is necessary to state that the Lapps, like the reindeer, can not be crowded or forced in any way, and least of all in business matters. Time alone, and I had but little of it at my disposal, is able to produce a result. After the first meeting they seemed to look upon my proposition with favor, and I felt greatly encouraged for the next day. It was my purpose to engage only such Lapps as owned herds themselves, and not such as for any reason had lost their herds. A man who is not able to take care of his own property is not likely to be able to look after the property of others. On the afternoon of the 12th of March the Lapps met again, and I then told them all that I knew about Alaska and the reindeer enterprise there, and also restated my errand. I explained what kind of people I wanted. I informed them what their pay would be, that they would be transported free of cost, and described the details as fully as possible. During my talk to them they kept perfectly silent, and for a long time they seemed to be considering the matter, but no further progress was made that day. During the next four days the discussion was continued, and I had to answer hundreds of questions.

On the morning of the fifth day all the Lapps were ready to depart for their summer quarters. In the course of the night they had gathered their reindeer and were ready to start. It looked as though they would compel me to go to the mountains—that is, to Kantokeino, 120 English miles away—and continue the discussion there. I secured what seemed like a final opportunity to engage them in conversation. I then indicated to them that I would hire Lapps from some other place if they did not decide the matter at once, and so they would lose their chance of making and saving some money. This was my last card. I had no doubt that the prospect of accumulating some money, which on their return could be deposited in a bank, would induce them to leave their old mountains. An empty sled passed, and I at once jumped into it and drove to the nearest station. I bid these stubborn people good-bye, but before doing so they agreed to send a man down from the mountains to meet me at Bosekop the 26th March, and bring me the result of their deliberations with their families, and I promised not to engage any other Lapps before that date.

In the meantime I went to Talvik, and beyond there to Stoe-Sandnoes and Tappeluft, to see some of the Lapps camping on the mountains in the vicinity. None of them could make up their minds at once to make a contract, nor did I want them to do so; I merely wanted to have them in reserve in case I failed to secure those I had already talked with at Bosekop.

On the 26th of March I was at the place agreed on, and on the same day two Lapps also arrived. I secured their services, and I at once made a contract with three Lapps, the two present having authority to sign for a third party, who was absent. Having secured these three, I looked

upon my mission as a success, for the three men belonged to the best families of Kontotseino, and when they were willing to go to Alaska I was sure that it would be easy to get as many more as I wanted. On the 26th a third man came to make a contract, but on account of a lawsuit in regard to a sack of flour he was not certain that he could get away. I consulted the lensmand in Bosekop in reference to the sack of flour, but as he declined to act in the matter it became necessary for me to go to Hammerfest at once. There I secured the release of the Lapp and permission for him to emigrate, and I returned to Bosekop on the 1st of April. This Lapp then also signed the contract and went to the mountains to get ready for the journey, which was set for April 15. This last Lapp also had authority to sign for another one, and so I had now secured five in all. We agreed to meet on the 13th of April, as we would need a couple of days for the final preparation. I had now secured five families, and four of them were those that I had originally planned to get.

After completing the contracts I again went to Talvik to inform the Lapps there that I had already secured the required number, and that they did not need to give the matter any further attention. On this journey I received your letter requesting me to secure a sixth family, viz. a Roman Catholic, to be sent to a Roman Catholic station in Alaska and herd the reindeer there. But a Roman Catholic family of Lapps was more difficult to get than five more Protestant families, for nearly all the Lapps are Lutherans. I learned, however, that a Lapp boy had been adopted by a Roman Catholic missionary station at Altengaard, in the vicinity. The boy had got tired of the narrow limits of the missionary station and had run away to be with the reindeer, and I at once secured him at a low price and took care of him until the other Lapps arrived.

From the 10th to the 13th of April I was busy getting ready to receive the Lapps. In company with those I had hired, there came one more family all ready for the journey. I thought it unfortunate to send the boy, who was only 18 years old, alone to the Roman Catholic station. He was hardly capable of handling a herd of reindeer, particularly in a strange country and among strange people, so I engaged this additional family to go with him. This family was the fifth that I had originally planned to hire. When they saw that other good and reliable people were willing to go, they concluded that there could be no doubt about the character of our enterprise.

After getting the baggage as dry as possible, it was all packed on the 14th of April, and on the 15th we went aboard the steamer *Nordland*, and arrived in Hammerfest on the 16th. On this first day of our journey there was no end of music, singing, and tears. Some of the relations and friends of the Lapps had come down from the mountains to see them off. These relations and friends accompanied us to Hammerfest. We had to spend the 17th in Hammerfest waiting for a steamer.

The Lapps whom I had engaged and who were now with me on their way to Alaska were the following:

Names of the men.	Ages of men.	Names of their wives.	Ages of wives.	Names of the children.	Ages of children.
Per Aslaksen Rist	50	Left his wife in Lapland.			
Joh in Speinsen Tornensis	35	Margrethe	28	Berit	10
Aslak Lausen Sombly	48	Britha	46	Berit Anne	21
Mathis Aslaksen Eira	25	Berit	37	Aslek	4
Mikkel Josefson Nakkila	32	Berit	24		
Samuel Johnsen Kemi	46	Kjersti	27	Karen	9
Friderik Lausen	18				

¹Months.

²Years.

The Lapps do not like to leave their ancient homes. They are very conservative, devoted to the customs and manners of their fathers, and exceedingly fond of the fresh mountain air. They are also very cautious in all their business transactions. When we add to this the fact that they have frequently been deceived by persons who wanted them for exhibitions in foreign lands, it will readily be understood that it was no easy matter to secure them for far-off Alaska.

Cranks are to be found everywhere, and also among the Lapps. Such cranks think it their duty to meddle with everything that takes place, no matter whether it concerns them or not. I found such a crank among the Lapps, and he gave me much trouble. He took the position that a great mistake had been made by not consulting him. He was angry and went to the royal Norwegian officer, who was to witness our

ALASKAN REINDEER.

By Their Use Winter Travel Is Possible to Mining Camps.

(Washington Special to New York Tribune.)

Within the last five or six years congress has appropriated \$45,500 for the introduction of reindeer into Alaska, the appropriation for the current fiscal year amounting to \$12,500. The number of reindeer now in Alaska, imported, is about 1200, divided into five herds. In the original plan for the purchase and distribution of the animals, reference was mainly had to securing a new and steady food supply for the destitute and starving natives, but, as Commissioner Harris of the bureau of education observes in his annual report for the last year, "it is now found that the reindeer are as essential to the white man as to the Esquimaux." He also says:

The reindeer station ought to be able to furnish 500 reindeer, trained to the harness, at once for the use of the miners on the upper Yukon river. It was my purpose to detail three of the skilled herdsman and thirty trained reindeer to the Yukon region the present summer, and in case Dr. Jackson, who sailed for Cape Prince of Wales in May, is able to carry out the arrangement an important experiment will be in progress during the coming year at the gold mines.

Recent advices from Dr. Jackson, who has arrived at Seattle on his way to Washington, do not clearly indicate whether or not he was able to put the plan in operation this year. It may not yet be too late, however, to do so, judging by the success of a long journey through the region bordering on the lower Yukon and Norton sound last winter. On December 15, 1896, Superintendent Kjellmann of the Teller reindeer station left Port Clarence, on Cape Prince of Wales, north of Norton sound, with nine sleds, seventeen reindeer and two expert Lapp teamsters, to explore that part of Alaska lying between Bering strait, the lower Yukon and the Kuskokwim rivers, and to demonstrate the practicability of communication between Arctic Alaska and civilization, even in the depth of winter. On December 22 the Swedish Lutheran Mission station, at Golovin Bay, was reached, five days having been spent in exploring the region, between the Gowerok and Fish rivers. The reindeer herd at Golovin Bay was found to be in good condition and well cared for. On December 30 the frozen waters of Norton sound were crossed; hummocky ice was encountered; here and there the ice was very thin and the way had to be chosen with great care. On January 1 the party arrived at the mission station at Unalaklik in a blinding snowstorm. The country around Unalaklik is reported by Mr. Kjellmann as exceptionally well adapted for reindeer herding; there are sheltered valleys, dry pasturage, heavy timber for buildings, birch wood for sled and canoe making and driftwood for fuel.

The journey between the trading post of St. Michael, the port of entry for Yukon trade, and the Russian mission at Igogmut, on the lower Yukon, was a most arduous one. Barren mountains, whose rocky sides had been swept bare by blizzards, but whose ravines had deep snow-drifts, had to be crossed, the icy waters of mountain torrents had to be forded; sometimes a way through the tangled undergrowth had to be made with axes. The cold was intense, sometimes 73 degrees below zero, but even the men were comfortable in their fur clothing and rested securely in sleeping-bags of reindeer skin. On the mountains a blizzard was encountered; the wind was too strong for the reindeer to stand up, and the men had to lie down also and let the blast sweep over them for hours. The party rested for several days at the Moravian mission station at Bethel, on the Kuskokwim.

M. Kjellmann, with the Lapps and reindeer, returned to headquarters at Port Clarence through another section of country, following the Yukon as far as the Catholic mission station at Nulato, then turning westward to the Norton sound region. Reindeer moss was found in sufficient quantity along almost the entire route, although when stormbound on the mountain the deer were thirty-six hours without food. However, the hardy animals suffered no

permanent injury from this long fast, and their skins, thickly covered with long hair, were sufficient protection from the icy blasts.

Commissioner Harris is clearly of the

union, which is also shared by Dr. Jackson and others who are even more familiar with the subject, that the reindeer is to solve the difficult problem of winter transportation and communication in northern Alaska. In his report he says:

The wonderful placer mines of the Yukon region are situated from twenty-five to one hundred miles from the great stream. The provisions brought from the south and landed on the banks of the river are with great difficulty transported to the mines on the tributary streams. Last winter mongrel dogs for transportation purposes cost from \$100 to \$200 each, and the freight charges from the river to the mines ranged from 15 to 20 cents per pound. Dog teams are slow and must be burdened with the food necessary for their maintenance. Trained reindeer make in a day two or three times the distance covered by a dog team, and at the end of the day can be turned loose to gather their suppers from the moss which abounds in that region. The flesh of the reindeer will be a boon to the miner, and clothing made from its skin is his best protection against the intense cold of the Arctic winter.

In a territory so vast and so unfitted for agricultural pursuits as Arctic Alaska, Providence seems to have adapted the reindeer to the peculiar conditions of Arctic life and made him at once the best helper to man in the transportation of supplies, the surest source of animal food and the producer of the warmest clothing. His horns and hoofs furnishing the best material for the making of glue, his hair, on account of its extreme lightness, being the best for use in the construction of life-saving apparatus, he also furnishes the possibilities for large and wealth-producing industries.

contracts, and told him all sorts of yarns, and persuaded him that he ought not to legalize the contracts without sufficient guaranty that the contracts would be fulfilled. The crank argued that inasmuch as the Lapps had been swindled heretofore they were sure to be swindled this time. You know the result of this meddling. I had to telegraph to Consul Gade, in Bergen, and he advised me to cable to Washington. I did so, and received a satisfactory answer. Had I not received this answer in due time, the Lapps would certainly have broken their contracts and gone back to their mountains believing that all was humbug, only a little better concealed than is usually the case.

At 7 o'clock p. m. we all went on board the steamer *Vesteraalen*, bound for Trondhjem. From Hammerfest to Trondhjem I had obtained the best rates from the Vesteraalen Steamship Company, and from Trondhjem to New York, via Christiania, I had obtained the most favorable rates from the Thingvalla Steamship Company.

The journey from Hammerfest to Trondhjem took three days. The Lapps were very despondent, and I had all I could do to comfort them and restore their lost courage. On the 19th they crossed the Polar circle for the first time in their lives, and on the 20th we arrived in Trondhjem, where we remained two days. During this time the Lapps unpacked and dried their baggage, and here I settled my money matters with Mr. Claus Berg, our consular agent, bought tickets, and had my Lapps examined by the proper authorities. Their contracts were countersigned by the chief of police to prevent any annoyance in the future. Everything was in order the 23d of April, when we boarded a train for Christiania. It was the first experience of the Lapps on a railroad train, and they were naturally very anxious. Whenever the locomotive whistled they would seize hold of the seats with both hands; but when they found that the train moved as steadily as any reindeer pulkha on the mountains of Lapland they loosened their grips on the seats and began to talk about the ingenuity of man. They were astonished at the tunnels we passed through, and looked with wonderment at the broad fields and at the farmers who were plowing.

In the afternoon we reached an altitude of 2,155 feet above the level of the sea. Here we found plenty of snow, and where the ground was bare it was covered with reindeer moss. All the strange things the Lapps had seen had gradually made them forget their sadness, and the sight of the moss filled their hearts with joy. As the trains do not run in the night in Norway, we spent the night at Tonseth. The next day we continued our journey down through the valley of Glommen, and the Lapps spent the time admiring the new things. They looked at the rafts floating down the river, at the well-cultivated farms with their nice red and white houses, and watched the new passengers getting on and off the train at the stations. In the afternoon we changed cars at Hamar Station, and on the evening of the 24th of April we came to Christiania, the capital of Norway, where we were met by a representative of the Thingvalla Steamship Line and by a friend of mine, who had been sent to me by Mr. Magnus Andersen, the editor of the Norsk Sjøfartstidende. These gentlemen were of great help both to me and to the Lapps. During our stay in Christiania we were all, with the exception of the dogs, examined by a physician and pronounced well. Cages were bought for the dogs, and all our baggage was weighed and checked. We also procured tin cups and other necessary things for the journey, and half an hour before the time of sailing we were all on board the ship, ready, with about two hundred other passengers and emigrants, to sail for the New World.

On the 26th of April, at 2 o'clock in the afternoon, the Thingvalla ship *Island*, Captain Schjott commanding, steamed out of Christiania Harbor with the first company of Lapp emigrants on board. We had fine weather, and after an hour's sail we met another steamer of the same line coming from New York. The two ships exchanged greetings, and our vessel proceeded to Christiansand, where we arrived on the morning of the next day. Here we received the mail and a few more passengers for New York. In the course of the forenoon I here had an opportunity of sending a last greeting, together with letters, to our friends, and at 12 o'clock noon we proceeded into the North Sea.

Perhaps this would be the best place to express my thanks to many prominent men in Norway who were of great help to me on various occasions. I am under special obligations to the United States consul in Bergen, Mr. Gade; to the commercial house of Feddersen & Nissen, at Hammerfest; to Lensmand H. C. Borchgrevinck, at Alten, and to

Evening Transcript. Boston Aug. 31, 1898.

A NEW REINDEER HERD

Dr. Jackson, United States Commissioner of Education for Alaska, Had the Herd Transported from Siberia—Laplanders Want to Become Citizens

Seattle, Wash., Aug. 31.—Dr. Sheldon Jackson, United States Commissioner of Education for Alaska, has arrived here from St. Michael's on the steamer Roanoke. Dr. Jackson returned from his annual inspection of the Government schools and reindeer stations on the shores of Bering Sea. The second week in August was spent on the coast to Siberia, where he was successful in securing and transporting to Alaska 161 head of domestic reindeer, which were sent to Cape Prince of Wales to replace in part the herd which was taken last winter by the Government and driven to Point Barrow for the relief of the ice-imprisoned whalers. The reindeer herds received a gratifying increase in the spring by the birth of a large number of fawns.

Dr. Jackson also established the headquarters of the Laplanders at Unalakille, whence they will be sent to various parts of Alaska, where their services may be needed to carry the mail. Many of these Laps have already taken out their first papers looking to naturalization.

Dr. Jackson reports that the steam whaler *Belvidere*, one of the fleet that wintered off Point Barrow, was at Port Clarence on Aug. 5, taking on a supply of coal and provisions, preparatory to returning to the Arctic. The whaler *Rosario* was reported to have been crushed in the ice east of Point Barrow last July. The captain of the *Belvidere* said that his was the only one of the fleet that had got out of the ice up to the time he left, but he believed those remaining would get out all right. Nothing had been heard of the revenue cutter *Bear* which had gone to the relief of the whaling fleet, but she was daily expected at Port Clarence.

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Capt. Magnus Andersen, the well-known successful commander of the *Viking* across the Atlantic. It will be remembered that Captain Andersen brought the *Viking* ship to the Columbian Exposition, in Chicago, and that he is the editor of the *Norsk Sjøfartstidende*, in Christiania. All these gentlemen aided me materially in bringing my mission to a rapid and successful close.

We crossed the Atlantic slowly but safely. The Lapps were not seasick, but a couple of the women were slightly indisposed. On the other hand, the dogs suffered considerably, not only from seasickness but also on account of the warm atmosphere of the ship. Two of them were very sick for a couple of days, and one died and was buried in the largest of all graveyards, the Atlantic Ocean, on the 10th of May, at 8 o'clock in the forenoon. Captain Schjott gave our quadrupeds the liberty of the deck a few hours every day, and was very accommodating in every way. When we arrived in New York on the 12th of May, he placed us under special obligations by his willingness to serve us in every way possible.

In New York I expected to meet a gentleman who was to assume the care of the Lapps to San Francisco, Cal., but circumstances prevented his making his appearance. I received a letter from Mr. William Hamilton, and a draft for money, with orders to proceed at once to Madison. In this letter I was informed that upon my arrival at Madison, Wis., Prof. Rasmus B. Anderson would take charge of the transportation from that point, and so it became necessary for me to hasten matters myself in New York as best I could, with the kind assistance of Captain Schjott. At 11 o'clock in the forenoon we were landed, and there was a running to and fro to get things into shape. The most difficult thing was to get the dogs removed from the ship, as these fellow-travelers of ours were not found in the list of passengers, and consequently did not come under the charge of the officers of Ellis Island. The dogs were a part of the baggage, and had to be taken through the custom-house.

We brought the dogs ashore for breeding purposes, but did not have the necessary certificates from the breeding station in Europe whence they came, for the simple reason that the dogs did not come from any breeding station, but from the mountains and snow fields of Lapland. By the assistance of a quick-witted broker, we got the dogs out of the custom-house by my signing a long document full of assurances, and this document was no doubt carefully preserved for future reference. It was a great relief to get this business out of the way, but then it came like a bolt of thunder out of a clear sky that the dogs could not be transported any farther as baggage, and so there was another running hither and thither, which ended in my taking the dogs to the express company and sending them by express, a matter of no slight expense, as you have seen from the statement of my account rendered to you a year ago, but there was no other way, and although the Lapps protested vociferously against being separated from their dogs, it could not be helped. At 6 o'clock in the afternoon, matters were sufficiently arranged so that I could begin to think of the Lapps. They had passed the necessary inspection at Ellis Island and had come to the city, where they were found in a hotel, at which we all got a refreshing supper. Then we went to the ferry and to the West Shore Railroad station, where we took the train at 8.30 in the evening, utterly exhausted from the heat and work of the day.

We bought second-class tickets from New York to Madison, Wis., at the ticket office of E. A. Johnson, in New York. But these tickets proved to be very defective, partly perhaps on account of the hurry in which they were issued, for transfer coupons lacked on several of them when we arrived in Chicago, and our only compensation for this extra expense and for taking second-class tickets was, that we arrived in Chicago four hours later than passengers who had left New York two hours earlier than we did and bought emigrant tickets. The trouble and annoyance are now forgotten, and so I will say no more about it, but keep the matter in remembrance until the next time. On Pentecost Sunday, the 13th of May, we reached Buffalo. Here we changed cars for Chicago, Ill., where all of us were vaccinated in accordance with a decision of the authorities. Our departure from Chicago was telegraphed to Prof. R. B. Anderson, at Madison, Wis., and on our arrival there he had provided temporary lodgings for the Lapps. After an absence of nearly three months, occupied during the whole time in traveling and caring for a lot of helpless human beings and animals,

ALASKA'S REINDEER

THEIR IMPORTATION HAS BEEN
A GREAT SUCCESS.

How a Lapp Protects the Animals
From Eskimo Dogs—Reindeer
Solved Alaska's Transpor-
tation Problem.

THESE are reindeer in Alaska. So much has been known for three or four years, for the Government bought them from the Siberian deermen and put them there. And the reindeer are flourishing and multiplying. That is the report that comes from the far North from the men who were put in charge of the deer and told to teach the Eskimo how to use and raise them.

This verdict of success with the reindeer is thought to mean great things for Alaska. Just now there's little to eat in the biggest part of that big country up North. Get up above the Aleutian chain of islands that make stepping stones for giants half way across to Asia, or go over the mountain wall that faces the coast of Southern Alaska, and food must be got from the outside, if it's to be had at all. Little or nothing can be raised, wild animals are scarce and cattle couldn't live there even if there was anything for them to eat.

But the reindeer pastures—they're immense! There are 400,000 square miles of land covered with the fibrous white moss, and all on earth it is good for is to feed reindeer. The pasture lands run back a thousand miles or two from Bristol bay and stretch across the Yukon and far to the north—even to the ever frozen region of Point Barrow. According to the calculations of Sheldon Jackson, there is pasturage for 9,200,000 reindeer on the Bad Lands of Alaska, and as reindeer are worth \$9 or \$10 apiece there is a chance to do a very respectable business in the stock-raising line in that

desolate country, if only the reindeer flourish and multiply.

But there have been great times in getting the reindeer his footing in Alaska. He was an assisted immigrant and had to be protected against all sorts of dangers besides those found in his native country. The main dangers feared were from the Eskimo dogs, the hungry Eskimo himself and the loss that would come from neglect of unskillful or careless herders.

The Eskimo is little removed from a wolf. He is hungry and savage and the reindeer is eatable. Consequently there was trouble. The Eskimo dogs are thick about the station and Eskimo villages. Dogs are a part of Eskimo wealth, as the only pack animals of the frozen north up to the arrival of the reindeer, but are easier to get than to feed. So when the reindeer were brought to the Teller Reindeer Station at Port Clarence the Eskimo dogs made an attack on the herd. They were out for game and had to be driven off again and again before they learned the lesson that it was not good to attack the herd. Then they gave their attention to the sled deer that were kept about the station for hauling. For a time even the presence of men failed to restrain them. One or two deer driven by themselves were too tempting, and for weeks they were liable to be assailed by a howling pack of ki-yis. The station had brought a

partly of the Lapps to take charge of the reindeer, however, and the Lapp knows how to deal with dogs. The Lapp carries a knife with a blade ten or twelve inches long, and has a handy

habit of using it. A witness to the conflict tells how the Lapp deals with the dogs:

"The Lapp was driving a pair of deer. A dozen great Eskimo dogs thought the time had come for fresh meat and gave chase. Before the Lapp knew what was coming, sled and reindeer were surrounded and the dogs were leaping and barking before the frightened creatures. The Lapp gave a series of shouts that frightened the dogs for a moment. Then in the moment of respite he leaped from the sled, ran to the heads of the deer and threw them with their backs on the

ground. Then straddling them and holding their heads erect with his left hand he drew his great knife in his right. The reindeer could not rise.



MILKING THE REINDEER.

In their position they could hardly struggle, and the Lapp was ready for battle. He had hardly got into position, though the operation had taken but a moment, when the dogs were on him again, eager for reindeer meat. With one sweep the Lapp cut at the first two dogs. There was a wild howl of pain, a dripping of blood and the two leaders lost interest in the fight. The other dogs were nothing daunted by the fate of the first and still pressed forward. The Lapp swung his knife back and forth with loud cries, and at every swing some dog was yelping with pain and retiring to give his comrades a chance. By the end of a minute there were but two or three dogs on the active list, and with a final whoop the Lapp frightened them into retiring to a respectful distance. The Lapp stepped aside and released the reindeer's heads; in an instant they were on their feet. He leaped into the sled once more and in a few seconds only a cloud of snow flying into the air told where he had gone."

In case the dogs pluck up spirit for a pursuit after a first failure, the Lapp repeats the process of disposing of his foes until enough have been killed or wounded to put an end to further attacks. In the Port Clarence region only one dog was killed, though the Eskimo village looked for a while like a hospital for wounded dogs. The Lapps were always victorious, and no reindeer were killed. After a round of battles and a proper amount of slashed skins had taught the dogs that reindeer were private property there was no more trouble. The dogs around the present reindeer station pay no further attention to them. As the reindeer enlarge their circle to reach other villages, however, the process of education has to be repeated. It will take some years and a good many

the writer again stood on the station platform in Madison pretty tired and exhausted. The dogs had arrived there the day before.

As my journey to Lapland had been made unexpectedly, and as I had no one to look after my private affairs, I needed a few days at Madison to settle my business and pack my goods for a removal to Alaska. The baggage of the Lapps had become musty, and so I arranged with Prof. R. B. Anderson to remain a few days in Madison, Wis. Arrangements were made to transport the Lapps by way of the Great Northern Railroad to Seattle, and thence by steamer to San Francisco, and as soon as we were ready to leave Madison the tickets were on hand and delivered to me. We were placed in a very comfortable so-called tourist car, where the Lapps were able to cook their own food and do as they pleased. On the evening of May 22 the train left St. Paul.

We expected to be in Seattle in a few days, but the floods in the Rocky Mountains were not anticipated, and hence we miscalculated. Meanwhile we made good progress until the afternoon of the 24th, when we arrived in Kalispell. The only misfortune we had had up to this time was the death of one of our dogs on the 23d. When we arrived at Kalispell we were told that we could not proceed before the next morning, on account of a washout, but when the next morning came we were told that we would have to wait until the following morning, and doubtless we would have heard this promise for a month if the passengers had not begun to insist on being sent back and transferred to another line. Trains continued to come in from the East, leave their passengers, and return, so that had this importation been continued the town would soon have become congested with people; but finally orders were received to go back to Harvard, which was done on the 26th of May.

During our stay at Kalispell we had the misfortune of having one of our best dogs stolen from us. One day the dogs had been taken out of their cages to be bathed, a matter which we attended to as often as possible. After bathing the dogs were brought back to the station and given their liberty for a short time. In the meantime it was necessary for me to go to town to secure provisions for my people, and on my return one of the dogs was missing. Inquiry was made through the town, but the dog was not found. The search had been abandoned and the Lapp was weeping over the loss of his dog when a small boy reported that he had seen a man and a black dog go westward on a hand car. We at once went to find the foreman of the railroad section, and from him we learned that no hand car belonging to the section had that day gone west of the town, but that a hand car had been in from the nearest section house. Having one more witness that a dog had been seen on a car that day determined me to try and catch the thief. This was accomplished with a borrowed hand car and four men and a Lapp, as no train or other means of transportation could be secured. It was already dark in the evening before we had gone the 20 miles and the section house was reached, where we found all hands playing cards, and after a few indirect questions had been answered the dog was found to be in the house. On a definite demand for the stolen dog it was produced. The thief made the excuse that he had bought the dog of a boy for 25 cents, and as we had no time to remain there and bring suit we let the fellow off after giving him some fright, so that he will henceforth probably abstain from going off with another man's dog.

At 11 o'clock in the evening we came to the railroad station, and left there the next morning for Harvard, where we arrived in the afternoon, and spent the night there until the 27th, when we continued to Helena, Mont. We had to spend the night again at Helena, and there we were transferred to the Northern Pacific Railroad the next day. After conflict with the agent at Helena, he being unwilling to furnish food for the Lapps, we were taken into another car and proceeded to Horse Plains, arriving there on the 28th. Here we had to stop again on account of washouts. The washouts were not repaired until the 30th, when we started for Herron Station, a few miles west. There we stopped again until the 31st of May, when we proceeded a few miles and reached Clarks Falls in the evening; thence we proceeded again the same night, and advanced steadily, though slowly, until we finally reached Seattle, Wash., the 1st of June, late in the evening. I pass over all the annoyances, disputes, and trouble on this journey. I tried every way possible to secure provisions for the Lapps and dogs from the railroad company, but was only partially successful.

The 2d of June we were transported from the railroad station to the steamer *Umatilla*, destined for San Francisco via Victoria. The weather was fair, but one of the Lapps was quite sick. He was not sea-sick, but apparently suffering from the heat, dust, and atmosphere of the railroad car, which doubtless had had their influence upon the lungs accustomed to the fresh mountain air. In Victoria I procured some medicine, and his health was much better when we arrived in San Francisco the 4th of June, having been fifteen days on the way from Madison, Wis.

As indicated by your letter of May 1 from Port Townsend, I telegraphed from Seattle to Messrs. S. Foster & Co., No. 28 California street, San Francisco, and announced our departure. Accordingly, a gentleman met us on the dock and brought us to a comfortable hotel called Sailors' Home. The brig *W. H. Meyer*, which was to take us to Alaska, being under repairs on our arrival, we could not go on board at once, as suggested by you, but had to remain ashore. Better quarters than those we had could not have been secured in San Francisco. Both the location and the management made it impossible for the Lapps to get out into bad company.

During our stay there my time was entirely occupied in selecting supplies and provisions which we were to take with us, taking charge of the Lapps, and in looking after other necessary things, so that I did not have much time to look after my wards, but Captain Staple, the manager of the Sailors' Home, cheerfully took charge of the Lapps, showed them the city, and kept them away from dissipation. During our sojourn in San Francisco one of our Lapps was married in the chapel of the Sailors' Home by Rev. T. L. Brevig. The marriage ceremony should have taken place at Bosekop, Norway, before our departure, but was postponed on account of the limited time. The Lapp in question was delayed on his journey from the mountains on account of the bad roads. Then it was decided that the marriage should be performed at Madison, but difficulties also hindered us there, and so the wedding was finally celebrated in San Francisco.

When the vessel was ready to sail all the Lapps went on board. This was on the 16th of June, and the vessel was to start on the 17th, but on that very day the captain and the vessel owner received information that another of his vessels, which had been out on a whaling expedition in the Arctic Ocean, had been wrecked. This necessitated the captain's presence in San Francisco to equip another vessel to take the place of the wrecked one and to find another captain, and thus our journey was postponed another day. Finally, on the 18th of June, we were all assembled on board the brig *W. H. Meyer*, Captain Holland commanding, and bound for Port Clarence, Alaska, via St. Lawrence Island, where Mr. Gamble and company were to be left.

I here seize the opportunity of expressing our most hearty thanks to Prof. R. B. Anderson, of Madison, Wis.; to Captain Staple, superintendent of the Sailors' Home, San Francisco, and to Messrs. S. Foster & Co., No. 28 California street, San Francisco, for their kind assistance and advice during our sojourn in these places.

The ship first sailed in a northwesterly direction until we were only 150 miles from Honolulu; then we turned the prow to the west and northwest until we were off the Sandwich Islands, where we had a perfect calm for a couple of days. Then we sailed to the northwest a couple of days and then due north until we came in the vicinity of Fox Islands, where heavy fogs hindered us from sailing between the islands; but after lying still a few days the captain decided, on the 22d of July, to sail through the so-called Seventy-two Pass. He had not seen land, but had taken an observation. He was successful, and when we had passed the islands the fog lifted so that we could see them behind us. Soon the fog again became so dense that we could see nothing for three whole days, excepting that we got a glimpse of St. Mathews Island. During the night between the 27th and 28th of July we came near running ashore on the west side of St. Lawrence Island. During the darkness of the night the ship had drifted in among the breakers before we became aware of our danger. We were scarcely a hairbreadth from being wrecked against the rocks of St. Lawrence. We were most fortunate in escaping this danger. The next day the water was calm, and two boats filled with the first Alaska Eskimo we had ever seen came on board. On the night of the 29th a stiff south breeze was blowing. The same wind favored us the next day, and this brought us past Kings Island and within Point Spencer, in Port Clar-

sore hides to teach the canine population of Alaska that there is a close season for reindeer.

The herds are safe from the natives. The only reindeer meat that has gone down their throats has come from a number of reindeer that died from sickness. The Eskimo apprentices, not being particular about such trifles as the cause of death, promptly appropriated the flesh and all else that was chewable about the deceased deer, and made a holiday feast. Five reindeer were killed for food for the whites and the Lapps in the first winter. The others fared well.

The danger of lack of food melted away on the test. There is plenty for the increase of centuries. The troubles that come from untrained herders is being gradually lessened. The Eskimos are skillful enough, but they learn from the Lapps. Milking, however, was a trick that the Eskimos had some difficulty in acquiring. Before the Lapps came some experiments had been made, and the first time that the Lapps attempted to begin the operation on a cow she started like a flash, leaped the fence, knocked down a herder and ran away. On inquiry it was learned that the customary way of milking had been to lasso the selected cow, throw her down and while three men held her on the ground the fourth drew the milk. The cows had apparently acquired a prejudice against the operation, and it took nearly a year to convince them that milking was a harmless, pleasant exercise in no way to be regarded as a signal for a riot.

According to the enthusiasts the domestic reindeer are going to solve the transportation problem for Alaska as well as the food problem for the Eskimo. The dog teams are expensive carriers and not efficient either. Alaska is a land of magnificent distances, with settlements hundreds of miles apart. The dog teams can travel only fifteen to twenty-five miles a day, can carry only a few hundred pounds, and as food for their support must be packed, they cannot make very long journeys. Reindeer can travel farther in a day, draw much heavier loads, and in camp can forage for themselves. So the reindeer team, the sled and the Lapland harness will soon become as typical of Alaska in the front pages of the school geography as of Lapland. But just now there is a call for a few thousand more reindeer. If they can be secured the herd will increase at a rapid rate. Just now it is slow, as there are only five or six hundred cows at the stations. So it will be some time before the 9,200,000 reindeer will darken the Alaskan snows and strain the capacities of the Alaskan moss pastures.—San Francisco Examiner.

REINDEER SOLVE ALASKA PROBLEM.

Dr. Jackson's Feasible Scheme
of a Winter Route to
the Yukon.

SEWARD HEARD OF GOLD.

Lincoln's Secretary of State Entertained
by the Ohilkat Indians Who Told
Him of Their Country's
Richness.

From the Regular Correspondent of "The Press."

New York, Dec. 17.—Dr. Sheldon Jackson is reported by the despatches this morning to have decided to open a Winter route to the Yukon district and to Dawson City by means of reindeer, which are to make use of the Chilkat Pass. Dr. Jackson, it is well known, was the first to advise the bringing of reindeer from Lapland to Alaska, and recently a party of Laplanders who were brought from their country to Alaska to introduce the reindeer there spent a day or two in New York on their way back to their native land.

They declared that the reindeer had been successfully introduced into Alaska and had no doubt that the employment of the animal would ultimately solve many of the difficulties met with in opening that country.

Frederick Seward, who was Assistant Secretary of State under his father in Lincoln's Administration, and who accompanied Secretary Seward upon his trip to Alaska a few weeks after Mr. Seward retired from the State Department, spoke this morning of the decision of Dr. Jackson as something which was in entire accord with his own judgment as to the best way of reaching the Yukon district overland.

He also said that his father was told when upon that visit that the Chilkat Pass was the one by which such traditions and rumors of the wealth of the unexplored country of the Yukon and Central Alaska reached the coast. In fact, Secretary Seward so gained the friendship of the Chilkat Indians that they organized an exploring expedition under the leadership of the great chief for the purpose of going over the Chilkat Pass and surveying it in their rude and picturesque way, so that Mr. Seward might be able to take to Washington a map by which Americans who desired to explore interior Alaska could pass over the mountains to the mysterious regions beyond.

"Those mountains," said Frederick Seward, "are really not so high as the Catskill Mountains. In fact, the Mountain House, at the crest of the Catskills, is some 600 feet higher than the highest point in the Chilkat Mountains, and aside from the snow and the frigid Winter climate the construction of a good mountain road over the Chilkat Mountains offers no obstacles which did not also confront those who undertook to build the mountain road through the Hunter's Pass, over the Catskill Mountains.

"I have no doubt that Dr. Jackson's plan is entirely practicable and that it will be found easy for capital when the Summer season begins to construct a good stage road over the pass. After that travel to the Yukon will be comparatively easy. The route is the shortest, as it was the first, and it is entirely within American territory.

STRANGE HINTS OF WEALTH.

It is interesting now to recall the hints of the resources of Alaska and the promise of the great wealth which it would yield to the United States which Governor Seward received when he was upon that romantic visit to the country, which he, in the name of the United States, had a few months before purchased from Russia. The story is as romantic and fascinating as are any of the tales which have come in the past year from Yukon and the other Alaskan fields of gold.

The total eclipse of August, 1869, would, astronomers calculated, be observed under the most favorable conditions in Alaska Territory, and as that vast country had recently passed into the possession of the United States and as experts who were to test its resources and opportunities were to be sent in the Summer of 1869 to Alaska it was deemed wise that a Government expedition under Professor Davidson should also observe the eclipse at the most favorable point in that region. He decided upon one of the elevations in the Chilkat range, almost within a stone's throw of what is now the pass.

ence, where we anchored for the night. Next day we again weighed anchor and sailed to the reindeer station, where Mr. and Mrs. Lopp came on board and invited us to come ashore, an invitation which we were more than happy to accept after a tedious journey of forty-one days in a most uncomfortable ship. We went on board again in the evening, and we were not landed until the 31st of July.

On our arrival at the station, both Rev. T. L. Brevig and the writer and his family were most kindly received by Mr. and Mrs. W. T. Lopp, and everything possible was done to help us become familiar with our new surroundings. No pains were spared to satisfy our immediate wants, even though Mr. and Mrs. W. T. Lopp had to make a sacrifice of their own comforts.

There was no formal assuming of the affairs of the station, but it may be said in general terms that matters were under our control from the 6th of August, and one of the Lapps, together with two apprentices, were sent out with the herd. The other Lapps were set to work to make salmon seines, and in the course of a few days we had five of them busy securing fresh fish for our tables. The dried goods of last year had been consumed and the goods for this year came with the *W. H. Meyer*. All the resources had been exhausted, so that it was necessary to begin using the provisions we had brought at once. In accordance with your instructions, dated the 27th of July, 109 reindeer (92 females, 8 bucks, 5 steers, and 4 sled deer) were taken out of the herd in August and marked and delivered to Mr. W. T. Lopp to be transported to the American Missionary Association mission station at Cape Prince of Wales.

In addition to these 109 deer, 10 females, belonging to apprentices from the same mission station, were taken, marked, and sent. These apprentices returned to Cape Prince of Wales Station. Your instructions called for only 100 reindeer, but after the separation 9 of the Government herd were mixed with the mission herd and could not afterwards be separated, since the fawns were in the latter herd. As

Any defect in the report must not be ascribed to any negligence on my part, but solely to my want of the proper education necessary to present my ideas suitably in writing in the English language, my education having been in Norwegian. Finally, I wish you every blessing and happiness, and I hope you may be eminently successful in your effort to help and elevate these people who lie buried in heathendom. I also wish to express my hearty thanks to those who have assisted and who are still assisting you in this great work.

I remain, dear sir, your obedient servant,

WILLIAM A. KJELLMANN.

Dr. SHELDON JACKSON,

Bureau of Education, Washington, D. C.

APPENDIX E.

ESTABLISHMENT OF A PURCHASING STATION IN SIBERIA.

DEPARTMENT OF THE INTERIOR,
BUREAU OF EDUCATION, ALASKA DIVISION,
Washington, D. C., January 10, 1895.

SIR: With reference to the establishment of a temporary purchasing station for reindeer on the Siberian side, it is objected, first, that it would be dangerous to place a large supply of barter goods in the care of a few men among a barbarous people so far removed from any protection that the barter goods would tempt the cupidity of the natives, who would have no hesitation in killing the men in charge in order to obtain possession of the supplies.

In reply permit me to say that while this objection has seeming force, yet experience has disproved it. In 1865-1867, in the attempt to extend the Western Union telegraph lines across Siberia, Lieut. C. L. Macrae, George Kennan, and Richard J. Bush, with small parties of white men, were stationed at various points in that portion of Siberia, the two extreme stations being 2,000 miles apart. They traveled between the stations freely, sometimes only one white man in company with the natives, without molestation. Upon one occasion when they were all absent their quarters were entered and robbed.

In 1878-79 the explorer A. E. Nordenskjöld, on the steamer *Vega*, wintered on that coast. During the winter individuals of his party

made long trips alone with the natives in safety.

Again, in 1885, a whaler, the *Bark of Napoleon*, was wrecked off the coast of Siberia. Four of the crew reached land in safety, but three of them died from exposure during the following spring. One survivor, J. B. Vincent, lived two years in safety with the natives, and when he was rescued Congress voted \$1,000 for the purchase of presents to be distributed among the natives of that section for their good care of these whalers.

Last winter a small whaling schooner, with a very small crew, wintered on Plover Bay on that coast. The natives could easily have killed them all and taken their provisions, but no attempt was made to molest them.

The same class of people reside on the Alaska coast, and when it was proposed to establish schools we were informed by everyone that had any information from that region that it would not be safe to leave the teachers exposed in the Eskimo villages. So much was said on this point that you remember we refused to allow any women to go to those stations, and the men were informed that they took their lives in their hands in volunteering to go; and yet we established three schools, placing one man at Point Barrow, one at Point Hope, and two men at Cape Prince of Wales, where they were unmolested. The killing of Mr. Thornton, at Cape Prince of Wales three years afterwards (as was proved by the fact that the murderers were at once shot by the natives themselves), was not the act of the people, but of a couple of hoodlums. The same thing might have occurred in any of our large cities.

Last winter three whalers spent the winter with \$1,000 worth of barter goods on St. Lawrence Island, and this year we have placed a man and wife alone on that island with \$500 or \$600 worth of provisions. At Cape Prince of Wales two years ago Mr. Lopp was there entirely alone with a large supply of provisions.

The whole history of the coast has proved the safety of white men located there who behave themselves.

The second objection is to the effect that the Siberian reindeer men will become jealous of the transporting of so many deer to the American side, thinking that it will deprive them of the monopoly of the trade in skins that they have had in the past. This, too, is very plausible, but not substantiated by facts. The same objection was persistently urged against the possibility of purchasing any reindeer, and yet we have been able to purchase some every season, and have already secured on the American side a number that in a term of years will make the Alaska people independent of the Siberian trade. If the Siberian natives are shrewd enough to object to large numbers of reindeer being taken to Alaska for fear of losing their trade, they should have refused to sell from the beginning.

It may be inexpedient, because of the disinclination of certain parties upon whom, to a certain extent, we are depending for assistance, to establish a trading post on the Siberian side at present; but whenever it becomes urgently necessary to secure the reindeer in larger numbers and hasten the work it will be found necessary to adopt that measure, or at least to give it a trial, as other efforts have so far failed.

Very respectfully,

SHELDON JACKSON.

Hon. W. T. HARRIS, LL. D.,

Commissioner of Education.



A Group of Mountain Lapps with their Reindeer.

A war had broken out between the Chilkat and Sitka Indians. The Sitkas had entrapped three of the Chilkat braves and had slain them, and in the interest of peace and for the incidental advantages that peace would bring to the scientific expeditions the Government sent out General Jefferson C. Davis to effect a treaty of peace, if possible. He was one of the company upon the steamer upon which Secretary Seward and his party were passengers.

When the steamer reached the mouth of the Chilkat River the great chief of the Chilkat tribe sent a representative with all the formality of blankets, feathers and other regalia which the tribe assumed upon important occasions to meet "the Great Tyee," as Seward was called. This savage and Arctic Ambassador first met General Davis and said to him through the interpreter: "The Chilkats have heard that the Great Tyee has come. To him belongs all our land, for he has bought it from the great Chief of Russia. It is his to do what he pleases with. He is our friend and we are his. The Great Chief invites the Great Tyee to come to his lodge, and has sent me to bring the invitation."

That in effect was the way the ambassador's speech was interpreted, although it seemed to General Davis as though, in his few guttural utterances, the chief must have said much less than that, or else the Chilkat language was capable of vast powers of condensation of thought.

SEWARD AND THE CHILKATS.

General Davis perceived that the Chilkats believed that Mr. Seward had bought with his own money all Alaska, and was thereby its owner, and as General Davis' mission was to bring about peace between the Chilkats and the Sitka Indians, he was persuaded that this erroneous belief would aid him in that purpose.

He therefore accepted the invitation that the Great Tyee and his party visit the lodge of the chief of the Chilkats. At the appointed time Mr. Seward approached the lodge with all the dignity of power and riches.

The chief received him with utmost formality and solemnly led him into the guest house. That was a hut like structure, perhaps thirty feet in length and half as much in width, which contained nothing but skins and a fire.

A feast was served; it consisted of native game, smoke-scented, because it was roasted over a fire of logs. Governor Seward and the others professed to be enchanted with a feast which required great powers of will to swallow and even greater powers to subdue thereafter the suspicion of nausea.

After the feast the chief arose, and through the interpreter said that he knew the Great Tyee had bought all that country from the Chief of Russia, and knew that he had come to bring about peace between the Chilkats and the Sitkas. Mr. Seward was astonished at this statement. General Davis had not informed him that the Chilkats believed that that was his mission, but he had not served as the chief diplomat

during our Civil War to be thrown off his feet by these Indians of the Arctic Circle.

He asked very deliberately and with a look that betokened great earnestness and realization of the gravity of the situation, when the war had begun and what was the occasion of it.

The great chief, with equal solemnity, replied that the Sitkas had killed three of the Chilkats chiefs, and that by the Indian law a life for a life was required, but that as a chief was as good as three men, they proposed that the Great Tyee take them to Sitka and permit them to kill nine of the braves of that tribe. That would establish peace.

SEWARD AS A DIPLOMAT.

Mr. Seward very gravely shook his head. The Great Tyee, he said, had come not to permit any further killing, but to stop it. He had come for peace and not for blood. Then the great chief, through the interpreter, said that he knew the Great Tyee was opposed to killing, and that the wish of the Great Tyee was law. Therefore, he was ready to propose other terms of peace.

A Chilkat chief was deemed equivalent to four blankets, and as the lives of nine Sitkas would expiate the wrongs done to the Chilkats the chief was ready to accept thirty-six blankets in place of the lives of nine Sitkas. Thereupon Mr. Seward bowed most profoundly, seemed to give the proposition a moment's careful reflection, glanced at Gen-



ENGRAVED BY C. I. BUTLER.

Sea Lapps and Codfish Flakes (Racks).



BARREN GROUND CARIBOU—*RANGIFER ARTICUS* (RICH.).

L. Palmer

The Moose.



Thou monarch of the Northern forest deep,
Whose dread embattled antlers rise and spread
A crown majestic o'er thy lofty head,
Oh, how thy subtle senses vigil keep,
Lest unsuspect the silent foe might creep
Upon thy path. Yet let him once but tread
The rustling leaf—Crash! crash! and thou art fled,
A very tempest, up the mountain steep!

The frozen surface of the glittering snow
Will, signless, bear thy fleeting form away;
But broken bough and benten twig will show
Th' unerring hunter, with as clear a ray
As if he saw thee, whither thou dost go.
Then, thro' the silent woods, for many a day,
And league on league, with dogged steps and slow,
He'll sleuth-like track thee.

But brought to bay the foe thou too canst dare,
And fling thy fateful challenge on the air—
Thine eye can kindle with a lurid flame,
As if a spark from Sol were burning there—
Behooves him then to make a marksman's aim,
Or failing that, be ready for—despair!

S. NELSON McADOO.



eral Davis with a queer, humorous twinkle in his eyes, and at last said: "I think that we may seal a treaty of peace by an exchange of thirty-six blankets, but I insist that the Great Chief and his braves come to Sitka to receive them with due formality, and there to ratify with the Sitka chief the article of peace."

That proposition delighted the poor Chilkats, who by reason of the war had been confined for a long time in their mountain fastnesses, and the most friendly relations were established with the Great Tyee. They brought bits of rock and showed them to Professor Davidson. The scientist discovered in them confirmation of his opinion that iron existed in abundance somewhere in that region and that tin was to be found there.

They produced other fragments which the Professor declared to be coal, and with enthusiasm he said to Secretary Seward: "You have acquired a region in which all the surface indications point to coal and iron in vast quantities existing almost side by side, as they do in Pennsylvania." Some of those specimens of coal are preserved in this city to this day.

WEIRD STORIES OF GOLD.

Then they told stories of weird, fascinating suggestion of gold in the land beyond the mountains, and Professor Davidson, coupling these traditions with his own discoveries, declared that geology taught that the formation in Alaska was similar to that of the rich placer gold regions of California.

Of course, Mr. Seward was delighted with this information, especially as he had been so severely criticised for the purchase of Alaska, which was a diplomatic rather than a business bargain. With his party Great Tyee Seward spent the night in that lodge as comfortably as possible. The next day the total eclipse was to occur, an event which brought into the possession of Seward the rude survey which was the first map of the pass that was probably to become the chief overland method of communication with the gold fields in Central Alaska.

When Mr. Seward departed from the guest house in the morning he invited the great chief and the minor chiefs and

their squaws to come aboard the steamer that evening and partake of a feast, and the invitation filled the savages with delight. When they had accepted Mr. Seward returned to the steamer and Professor Davidson and his assistants went to the place where the observations of the eclipse were to be taken.

The Chilkats gathered around the scientists; they saw the instruments set up and pointed toward the sun. They did not know what it meant. "The Boston men," as the Americans are always called by the Indians there, were going to do some strange thing and in some way the report spread among the Indians that the Boston men were going to serve the Tyee by communicating with the heavens.

At last the edge of the moon began to obscure the surface of the sun and the scientists were, of course, too intent in their occupation to pay any heed to the Indians. The savages, following with their eyes the inclination of the instrument, looked up and perceived the black line upon the sun. Then they were sure that with these instruments the Boston men had either sent something to the heavens which curtailed the sun or had established communication with it.

As the obscuration increased, the Indians became more and more alarmed, and when the eclipse was about half accomplished their chief went to Professor Davidson and said to him:—

"We know the Great Tyee is all powerful. We have seen enough. He aims at the sun and receives answer from it. We are afraid, and we hope that he will give no further evidence of his power for we are convinced."

That in politely interpreted English was the request expressed to Professor Davidson. He, of course, was too busy to pay any heed to it, and he motioned the braves away. At last when the eclipse was over and the temporary instruments were taken down the Indians followed Professor Davidson and his party back to the village with as reverential and awe-stricken manner as though they were more than human, almost supernatural beings.

INDIANS AS GUESTS.

At 6 o'clock that evening the great chief and the lesser chiefs and their squaws paddled out in their canoes, dressed in their most imposing garments of ceremony consisting chiefly of paint, feathers and blankets, to the steamer. The chiefs were escorted to the main saloon; the squaws were led to the skylight above through which the viands were passed to them.

The steward served the choicest viands in his larder and the great chief ate with content, but drank with the rejoicing which profound solemnity indicates when it is assumed by a savage. At last Mr. Seward said to the captain: "I don't know how I am going to get rid of these people now that they are here."

"Oh, I can fix that," the captain replied. He summoned the steward, bade him brew a great bowl of punch and bring it on all blazing with its alcoholic fire. That was done. Mr. Seward ladled from the punchbowl a portion upon which the blew flame still remained and raised it that he might drink to the health of the chiefs.

They looked on in terror; the Great Tyee had commanded the sun, and now he was going to drink fire. They saw him drink it, and when he invited them to join with him, reluctantly, fearfully, they took their portion, and, having been instructed to blow the flame out before they drank, they did that and swallowed the punch with profound suggestions of perfect content.

Then they rose to go. They knew that ceremony was a polite hint for the party. As they were standing Mr. Seward said to the interpreter: "Ask the Great Chief if there is anything more that I can do for him."

When this request was interpreted to the chief he consulted solemnly with the minor chiefs, and then replied that they all would be glad if the Great Tyee would tell him how he put the curtain over the face of the sun. Mr. Seward took an orange and a wainut, and, holding them up to a mirror, tried by this kindergarten method—the mirror representing the sun, the wainut the moon and the orange the earth—to explain the phenomenon of an eclipse.

Reindeer May Solve Transportation Problem In Frigid Alaska.

San Francisco Examiner August 1, 1897

If Santa Claus hopes to continue original and unique in outfit as well as methods, he will have to trade those reindeer of old for giraffes or musk oxen, or some animals less common than reindeer are becoming. When you can get a young and sturdy reindeer, warranted sound and guaranteed to drive a span or tandem for a copper soup kettle it's no wonder those creatures of juvenile romance are getting common.

The fashion note in the line of transportation that now comes from Alaska is that dogs are going out and reindeer are coming in. The popular notion until recently has been that the only good thing to come out of Siberia are an escaped convict or two and coal and icicles. The Tchukchis and their reindeer were not thought of as articles of international trade. But Dr. Sheldon Jackson, pedant and presbyter, and uplifter of the Alaskan Eskimos, aided by the Governments at Washington and St. Petersburg, in the favor of the Great White Czar and a combination of circumstances has changed all that. There are 1,100 reindeer more or less on American soil to-day, and with the help of Providence and the revenue cutter Bear there will be a couple of hundred more before the summer ends. And more than that, systematic training of these fleet-footed, tree-horned beasts of the Arctic is being carried on, and what the pony express was to the development of California, the reindeer foot-mail is to be for the great unmining region of the upper Yukon.

That's the plan Dr. Jackson outlined a few days ago, just before he started for the land over which Uncle Sam has commissioned him chief schoolmaster. Since Dr. Jackson has planned this, and since there's an appropriation of \$12,500 to boost the scheme along, the chances are good for success. The Alaskan reindeer idea is more than six years old, but the idea of making use of them for freighting and mail-carrying and generally developing the wilderness is decidedly new.

It was in July, 1892, that reindeer were first landed by the Bear on the Bering sea coast of Alaska. Naturalist Townsend, one of those wide-awake forerunners of progress, and the musty old Smithsonian is constantly sending out to develop surprises, suggested the importation. It occurred to him, while trying to make time with a dog team, on an expedition sent inland from the Government's Commission's steamer Albatross. Townsend, for all he likes to pick fish and other things to pieces, to see how they are built, is romantic and sentimental—especially when ashore. Alaskan dogs have little about them to encourage those mental graces—profanity and fleas being their chief assistants. Townsend fell to wondering how it happened that all the reindeer should have been on the Siberian side of Bering straits when that curious continental divide was accomplished, ages ago. Natural conditions being the same on the Alaskan side,

he felt satisfied that the reindeer would thrive there. With reindeer stables at convenient points he would never again have to endure a dog team, and that would mean much for comfort, if not for science.

In Townsend's portion of the Albatross reports the scheme to lure the reindeer over the water filled large place. A recommendation followed, and into a Washington department pigeon-hole it promptly went. It was left for Dr. Jackson to take the matter up where the pigeon-hole left it, and by hard work Congress was induced to experiment on the lines suggested. The primary idea of that first importation was to furnish a food supply for the natives. Dr. Jackson was delegated then, as now, to work among the Alaskans as a Presbyterian missionary, and to establish schools. A little raking over of census figures and comparing of notes convinced him that at the rate of decrease of the preceding ten years all the natives would die before he could either convert or educate them. That was an awkward situation on both sides. The work of the whalers in the Arctic in destroying the native food supply was held to be responsible for the fast decreasing population. Not only were whales made extremely scarce, but the walrus, that is to the Eskimo what the potato is to the Celt, were destroyed yearly by hundreds, simply for their ivory tusks. These practices were all very cheery for the whaling company stockholders in Boston or New York or San Francisco, but it gave life for the Eskimo a decidedly indigo hue.

The officers of the Bear told Dr. Jackson of the luxury of reindeer steaks, and for himself he saw the sleek and happy Siberian Tchukchis in the midst of their reindeer herds. All these things influenced that first importation of five or six hundred deer. They were landed far north of the mouth of the Yukon river, and left in the care of a dozen or more Siberian deer men who had been thrown into the trade as incidentals to the swapping for kettles and other camp utensils. These deer men and deer have waxed and grown fat and multiplied, so that to-day the herd numbers 1,100 or more, with dozens broken to harness. The breaking is a great deal more than the harness. The average reindeer has about the same amiable temperament as the broncho. But after a few generations of sled slavery it is believed that they will become much more tractable. But their spirited disposition doesn't prevent their doing good service, and when securely fastened to a freight sled the deer has about the same chance as a street-car horse for displaying his temper. The harness consists of simply a large collar, with a single heavy rope or strap attached, running between the forelegs and outside the hind legs. The only rein is a cord, tied to one of the horn prongs. No attempt has ever been made to use a bit.

Better than the walrus, better than dogs, the reindeer affords the Siberian Eskimos transportation facilities, food and clothing. The walrus makes excellent food, and likewise the dog—from an Eskimo point of view—but the one falls as a freight carrier and the other is of small value from a clothing standpoint. The reindeer is not only

fleet, but of great endurance. The average weigh between 400 and 500 pounds, but they will haul 200 pounds of freight, deftly packed on an Alaskan dogsled, and easily cover between fifty and sixty miles a day. No horse could rival such a record, in that country where the mercury drops in winter to anywhere from 40 to 80 degrees below zero, and drifting snow makes new trails nearly every day.

Another argument that was a strong one in the deer-importing project is the ability of these animals to "find" themselves. The dog team requires a large food supply for a journey of any length, but the deer browses in full content and keeps fat on the moss bunches that grow everywhere over the Alaskan plains. A recent writer, Lieutenant Cantwell of the revenue marine service, says:

In the Arctic and sub-Arctic regions of Lapland and Siberia the domesticated reindeer is food, clothing, house, furniture and transportation to the people. Its milk and flesh furnish food. Its marrow and tongue are considered choice delicacies, and its blood mixed with the contents of the stomach is made into a favorite dish called in Siberia "manyalla." Its intestines are cleaned, filled with tallow and eaten as a sausage. Its skin is made into clothes, bedding, tent covers, harness, ropes, cords and fishlines, and the hard skin of the forelegs makes an excellent covering for snowshoes. Its sinews are dried and pounded into strong and lasting thread. Its bones are soaked in seal oil and used as fuel and its horns are made into various kinds of household implements and weapons and used in the manufacture of sleds.

Concerning the possibilities of the deer in Alaska the same writer says:

In Central and Northern Alaska are vast rolling plains of moss and grass-covered land that are especially adapted by nature for the grazing of reindeer and are practically useless for any other purpose. In the corresponding regions of Lapland, Arctic Norway, Sweden and Russia are 27,000 people supporting themselves and securing their food and clothing largely from their 400,000 domesticated reindeer, besides paying to their respective Governments the annual sum of \$400,000, or \$1 per head as a tax on their herds. In the corresponding region of Siberia, with similar climate and soil and only forty miles distant at Bering straits, there are thousands of Tchukchees, Koraks and other tribes of deer men fed and clothed and housed by their herds of tens of thousands domesticated deer.

Last season a hundred or more of the Alaskan deer died from a disease known as foot-rot, and all sorts of exaggerated reports about its ravages were in circulation. The disease originated, according to Dr. Jackson, in the wet pastures where the deer were herded, and since the deer men have been directed to move their herds to higher and dryer land the disease has practically disappeared.

When Dr. Jackson left here for the north last week he planned to go by steamer to Juneau; there by another smaller craft to St. Michaels, near the mouth of the Yukon, and the end of sea navigation. Here he makes his headquarters summers, spending his winters in Washington. One of his first duties will be to order the removal of the reindeer herds to a point not far from St. Michaels. Their present location is about

200 miles to the northward, up near the straits. The object of removal is to not only assure the herd dryer pasture land, but to have them more closely at hand for the development of the transportation scheme on which Dr. Jackson has fully determined.

One of the first freighting routes planned is from St. Michaels to Circle City. That means about 1,500 miles, or about the distance from Los Angeles to Seattle, for that mystic north country is a place of immense distances. River steamers ply between those points from June till October, but the frost king has his firm grip on the river the balance of the year. Another route, which it is hoped the reindeer may traverse, is from Juneau, northerly over the Chilkat pass, to the mining country back of Circle City. The Government has recently let a contract for a monthly mail over this route throughout the year. Dog teams will be used at first, but the hope is to soon substitute the fleet-footed deer. A number of deer are to be sent to Circle City and kept there to be drawn on for freighting purposes.

If all goes well Dr. Jackson plans to go to Circle City by steamer during August. He has never been so far inland as that, although one of the schools under his jurisdiction has been established there for some time. On his return to St. Michaels the gentleman plans to meet the cutter Bear, and to cross to the Siberian coast after more deer. The schooner Volant recently landed here, under charter by the Government to convey supplies for the Alaskan schools and mission stations, took aboard many things calculated to attract the eyes of the reindeer-owning natives of Siberia. Although there is \$12,500 in the reindeer fund, cash is of no value in dealing with these folks, who, perhaps happily, know nothing of gold and silver coinage. Barter is the only form of trade. A good whaleboat can be swapped for twenty deer, and a copper kettle or a frying pan is always worth at least one animal. Heavy underclothing and drill for tents are also of value in trade.

There are no ports where landings can be made on that North Siberian coast; but native villages are readily discernible, and as soon as the Bear is in sighting distance boats by the hundred put off to the steamer. It was at first Dr. Jackson's intention to go north in the schooner Volant, and on his way to St. Michael's to stop on his deer-trading expedition. But the Volant was to carry several missionaries bound for the far northern part of Alaska. Count Artsimovich, the Russian Consul here, declined to grant the necessary permission for the Volant to touch at Siberian coast points, having the impression that the missionaries might propose to remain there. This refusal altered Dr. Jackson's plans somewhat. He has full permission from the Russian Government to trade from the cutter Bear. He has also a letter signed with the big seal of the Czar directed to any Siberian official he might chance across, but in all his trading with the natives thus far he has not found any one who even knew what that big seal meant. Those Siberian natives are subjects of the Czar, but they don't know it, and are just as happy, apparently, as if they did.

There are now thirty-four Government schools in various parts of the Alaskan territory, with 1,800 pupils. The Government appropriates \$30,000 a year for their maintenance. It is about as easy now to get from one school to another as it is to cross from Patagonia to Zululand; but the reindeer will change all that. It won't be long before a school teachers' convention may be held up under the Arctic circle, and the reindeer teams fastened without will give the affair the general appearance of a before-Christmas pow-wow of Santa Claus and all his relatives.

C. S. A.

From all that can be learned, it would seem as if the United States Government's experiment of breeding reindeer in Alaska has turned into a failure. Certain it is that it has proved to be a disappointment at one station and the animals are known to have not "done well" at the other, but the exact state of affairs cannot be learned until the revenue cutters get back from the Arctic next fall.

The experiments of breeding reindeer must be conceded to be the greatest enterprise of a paternal nature ever undertaken by the United States Government. It ranks in importance with the "Freedmen's" schools which were established during the Civil War for the purpose of educating the negroes, although it is not likely that the cost ran so high. There is no doubt, however, that both of them took vast sums of money.

A casual estimate of the amount of money spent on the reindeer enterprise would place it at about \$2,000,000. It is to be hoped that all this is not lost, as in that event there would be great discouragement to such enterprises in the future.

It is about seven years since the reindeer experiment was first heard of and the amount of attention and work that has been given to it since then is enormous. Considerable mention was made of it in the newspapers for a couple of years after the enterprise was started, but lately the subject seems to have been forgotten. The man who started the experiment so hopefully is now the first to declare it a failure, on one station at least.

The cause which prompted the enterprise was, as everybody might know, the scarcity of draught animals in Alaska. Horses and mules could not stand the climate except in very few sections, and then they needed great care and comfortable stabling, which two essentials are not easy to provide in a country that is frozen up during the greater part of the year. Dogs, of course, were to be had in plenty and the little fellows were able to do good work, but not of the kind demanded. They could drag a small sled with a miner's outfit on it for miles and miles over hard, frozen snow; but when it came to drawing heavy machinery they were not equal to the task. Some other animal was needed. Oxen were tried, and failed worse than horses, owing to their weight, which made them sink deep in soft snow.

The Government officials realized that if Alaska were to be improved and event-

need little food and appear to be indifferent to cold. In addition they are treated as horses, and always willing to work. To put it plainly they are just what is in Alaska.

Of course there was considerable red tape to be gone through with before Congress made the necessary appropriations, but after that was done the work went smoothly.

The revenue cutter Bear was detailed on the work, and started from San Francisco early in 1890. The work done in the summer of that year was simply to select stations, in which some assistance was given by the survey steamer Patterson. Five stations were selected, the principal ones being Port Clarence and Teller.

The following year, 1891, buildings were erected and a few reindeer brought their new homes from the northern shores of Siberia. Crews were procured for stations and left with enough provisions to last them until spring. On the Government books the keepers of these stations had about the same standing as lightkeepers, although the pay was much smaller. Most of the crews were Eskimoes.

In 1892 the revenue cutter Bear was in the north early. The reindeer then been left at the different stations the previous fall were found in the best of condition and if any change was observable it was an improvement. The animals seemed natured and contented, consequently the officers of the Bear felt encouraged to proceed with the work. During that summer the Bear made two trips to the coast and came back each time loaded with reindeer. On one trip 178 were obtained in Siberia and 175 landed in good condition at Port Clarence. Three died on the trip, which is considered a remarkably small number considering how many animals were out of their element while on shipboard.

The officers of the Bear had no trouble in obtaining all the reindeer they wanted on any of their trips. They got most of them in exchange for rifles, ammunition and articles of clothing.

Last fall when the U. S. cutters got back from the Arctic the officers stated that the reindeer were not doing very well. They had not bred as rapidly as was expected and seemed to be ailing in different ways. It is apparent now that the trouble has been serious at that time as the following dispatch, which has already appeared in the San Francisco newspapers, will show.

TACOMA, WASH., May 23.—David Johnson, who has been in Northern Alaska for six years, has just arrived from the Sound en route to Chicago on the Great Northern. He reports the Government's experiment of breeding reindeer in the vicinity of Teller as a failure. The animals are dying at an alarming rate from "rot." Many that do not die have to be culled because of the decaying of their feet.

Although the dispatch only reports the condition at Teller station it is quite probable that the same or a similar state of affairs prevails at the other stations. The conditions about the same at all of the stations. There are spring thaws that leave the ground wet. This causes all the trouble as the reindeer, accustomed to the ice and snow of Siberia, suffer from rot. It is to be hoped that something will be done to save the herds. If they are removed to a place in the north where there is snow all the time the trouble might be overcome. This, of course, cost large sums of money, but it is better to spend that than have the enterprise turn out a flat failure.



THE REVENUE CUTTER BEAR WAITING FOR A CARGO OF REINDEER AT THE EDGE OF AN ICE PACK.

[From a photograph taken at the time by one of the Bear's officers.]

ually become a State worthy of a standing with the others in the Union some draft animal must be provided. As in every other new country the transportation problem here was of the first consideration, and when David Johnson advocated the importation and breeding of reindeer for this purpose his idea met with ready approval.

Mr. Johnson was a man of vast experience in the Northwest, and knew all about reindeer and where they were to be obtained. They were not indigenous to that part of Alaska where they were needed, but there seemed no reasons why they should not thrive there. In fact, it seemed as if they should do splendidly, as the climate was milder than in Siberia, their native country.

The work done by reindeer in Siberia is wonderful. A pair of males in good health have been known to draw a sleigh containing six people and considerable baggage over 30 miles through a raging snowstorm in a day. They are not very heavy,



KEEPERS' HOUSE AT PORT CLARENCE REINDEER STATION.

REINDEER IS KING.

Seattle Post-Intelligencer

ALASKA CANNOT BE DEVELOPED

WITHOUT THIS ANIMAL.

Oct 17 1896

Its Great Importance in the Future of the Country Is Due to the Fact That It Is the Only Domesticated Animal That Thrives in That Frozen Country—Extinction of the Fur Seal.

Among the passengers on the steamer City of Topeka from Alaska yesterday was Rev. Sheldon Jackson, United States general agent of education in Alaska. Mr. Jackson is a prominent figure in Alaskan affairs, and looks after the various schools there devoted to the education and advancement of the aborigines of that cold and benighted country. In addition to educating the natives, he is anxious to help them to a better means of living. Owing to the destruction of fur bearing animals and seals by white hunters, the natives were at times on the point of starvation. Mr. Jackson conceived the idea of bringing reindeer from Siberia so as to give the Alaska natives a permanent and sure supply, and a ready means of transportation over the frozen face of the country of

perpetual ice and snow. He agitated this question till he got appropriations from congress and contributions from philanthropists. As a result of his efforts Alaska now has over 1,000 head of reindeer which are increasing at the rate of 60 per cent. per annum.

"I left Sitka on June 1 on the revenue cutter Bear," he said yesterday, "and have been on board the Bear most of the time since. We cruised in Bering sea and in the Arctic ocean as far north as Point Barrow, which is the northernmost point in that country. The season was unusually inclement. The whalers say the ice remained later this season than for a number of years past. It was not until the latter part of July that the Bear was able to reach the reindeer station at Point Barrow, on account of the ice."

"The Bear made four attempts to get through the immense ice flows in that vicinity, and finally had to tie up within five miles of the station to an ice flow that was six miles long and two miles wide, and that had grounded there in October of the preceding year. One whaler, I have forgotten the name, was crushed by the ice and wrecked. The crew was brought down by the Bear. The steamer Jennie, which acts as a tender for the whaling fleet, was crushed in by the ice floes, but managed with the aid of her pumps to keep afloat until the necessary repairs could be made."

Reindeer Experiment a Success.

"How are the reindeer getting on that were brought from Siberia?"

"I am pleased to say that the experiment of bringing reindeer from Siberia and colonizing them in Alaska has proven a great success. The reindeer are distributed at four stations, at Cape Prince of Wales, at Point Barrow, at Cape Nome and at Galovin bay. These herds now aggregate 1,001, of which number 337 were born last spring. The herds are in splendid condition, being fat and sleek as it is possible for them to be. They are increasing at the rate of 60 per cent. per annum. Sixty of the reindeer have been trained to drive to harness and are able to haul a big load. They are now in use to haul supplies to the several stations."

"In order to encourage the native herders a few of the reindeer have been given to them, and now between seventy-five and eighty are owned by the natives. They take a deep interest in the animals, and those who own three or four head are looked upon by the other natives as plutocrats."

"The object sought in locating these useful animals in Alaska was to give the natives a permanent food supply, and to give them a better method of transportation than that afforded by dogs. The white hunters have killed off the seals and fur-bearing animals, and the result is that the natives were reduced to a state of starvation, which was not the case previous to the advent of the white man in

those cold and inhospitable regions. The natives greatly appreciate the reindeer and guard them as closely as a white banker does the deposits in his bank.

"The influx of white miners into the basin of the mighty Yukon river has created a demand for reindeer for hauling freight to points adjacent to the river. Now the miners, in most instances, have to leave the mines in the winter because it is next to impossible to get supplies to where they are wrestling the precious metal from the frozen earth. This would not be the case were it possible to get reindeer to haul provisions and supplies. I have received a number of letters from Yukon miners asking whether it was possible to let them have a few of the reindeer for freighting purposes. While I would greatly like to accommodate them, I find under existing conditions that I cannot do so. I expect, however, to be able to supply the demand in about three years."

"If congress would give a good, big appropriation immediately I think the demand could be supplied much sooner. The supply will have to be large enough so that the miners can dispense entirely with dogs. You see, the dogs attack and kill the reindeer, and, therefore, it will not do to put in the deer in any section until the dogs have been got rid of. Another fault of the dogs is the fact that you have to carry provisions for them to consume during journeys, and this cuts down the quantity of freight to be transported during a long journey considerably. One firm in Chicago put up tons of dog food this summer, which is to be used by Alaska dogs during the coming winter. The food is the lard and refuse meat from the meat packing establishments of Chicago, and is put up in five-gallon cans."

"Reindeer, on the other hand, live on

the moss and vegetation that grows so prolifically in Alaska, and there is no necessity for carrying food for them, and hence they are much more valuable for transportation purposes than dogs are. The reindeer is about the only ruminant that can stand the intense cold of Alaska and live upon the vegetation peculiar to that country."

"So far, the locating of reindeer in Alaska has cost the government \$20,000, or less than \$20 per head. The San Francisco Chronicle recently said that the government was spending millions of dollars annually to maintain a useless patrol of government vessels to protect the seals. It thought it would be much better to spend a few thousands of dollars to supply Alaska with plenty of reindeer, so that the richest gold mining region known in the world could be properly developed. If the miners were given reindeer, or were given an opportunity to purchase them at a reasonable figure, they could go into sections now inaccessible through lack of proper transportation facilities, and add many millions of wealth to the nation."

"The development of the more remote gold fields of Alaska, in my opinion, is dependent upon the reindeer. They are today the most important animal in Alaska. The fate of the fur seal is not to be compared in importance with the future of the reindeer."

"I am going to try to get an appropriation of \$25,000 this year so that I may be able to import another big band of reindeer into Alaska. With this sum I could import 1,500 or 2,000 head, and would

soon have enough to furnish the Yukon miners with all they need."

"What is your opinion of the future of the fur-bearing seal?"

The Seal Doomed.

"I think the seal is doomed to extinction, unless the government stops their slaughter in Bering sea. During the open season the sealers can kill seals in Bering sea in all places, except within a short distance of the islands, where the rookeries are located. Seal killing should be totally prohibited in all parts of Bering sea. I do not think the sealing in the open season will destroy the seals."

On the Yukon.

"There is great activity on the Yukon river. There are 4,000 white miners and between 6,000 and 10,000 natives there. The Alaska Commercial Company and the North American Transportation and Trading Company are vying with each other to get supplies in to meet the great demand. Each constructed a large river steamer this summer, besides several barges. There are now five large steam-

ers on the river, which make from two to three round trips per year, and yet they cannot carry enough freight to supply the constantly increasing demand."

"Do you not think Alaska should have a better form of government?"

"I think Alaska should be allowed a territorial delegate in congress, and that a commission should be appointed to prepare a code of laws, for congress to enact, for the government of the country. The code of Oregon is not suited to Alaska, because the former is an agricultural country and the latter is a mining country, and therefore the Oregon code is not suitable for its government. Later on we can have a territorial form of government."

The Salmon Catch.

"The salmon catch this year was larger than it was last year. The season is over and the products now on its way to market."

Mr. Jackson has Lizzie Sheakley, a Thlinget girl, and Lottie Hilton, a Russian girl, whom he will escort to Carlisle, Pa., where he will place them in school. He is en route to Washington City, where he will report on his summer's work to the government.

REINDEERS FOR ALASKANS.

Are the Natives Really in Any Danger of Starvation?

"I notice with surprise that the Secretary of the Treasury has sent into the House an estimate of \$45,000 for the purpose of buying Siberian reindeer for food for the natives of Alaska," said a gentleman familiar with Alaskan affairs. "The Secretary has been imposed upon, I fear. Last winter the 'starving natives of Arctic Alaska' brought into St. Michael's post, a trading station on Norton Sound, dog sled load after load of wild reindeer hams. These natives sold to one trader, John N. Wilson, two tons of these hams, at 1 cent per pound, and would have sold him an indefinite amount more if he had been able to take care of it. This sale was made in February, 1895."

"The natives and the white men up there, long familiar with the subject, declare that there were never so many wild or native Alaskan reindeer seen in and about the arctic region of Alaska as were seen by them last winter during the last twenty years; and yet we are told by the Commissioner of Education that the Alaskan savages need food of this sort, and that the public Treasury should contribute \$45,000 for such an expenditure."

"Why, only think of the fact that our Alaskan natives have never been short of food anywhere on the mainland of Alaska for a single hour (unless they chose to be) since we took possession of that region in 1867. The visit of a new settler to St. Lawrence Island in the fall of 1880 so demoralized the native hunters there at that time that the unhappy people dependent on them starved to death, miserably, during the following winter; but, with this single exception, the Alaskan natives have never been in want unless they deliberately elected to be so wanting."

"These people have an everlasting and overwhelming abundance of food fish in their lakes and rivers—a marvelous run of salmon every year during the summer of all their rivers and small streams way up as far as Kotzebue Sound, within the arctic circle; they have a vast abundance of local fresh water fishes that never leave their watery habitats; they have a great abundance of the hair seals (Phoca foetida) in the Arctic Ocean, which they capture all the year around; and in season they have an enormous supply of water fowls, such as ducks, geese, &c."

"Can such a people with such resources starve?"



REINDEER AS PACK ANIMALS.

(From a drawing recently made in Lapland by an artist of the London

99
New York Mail & Express
Aug 31st 1898. (7c25)

DR. SHELDON JACKSON'S WORK.

Reindeer from Siberia for Alaska.
Laplanders to Carry Mails.

Seattle, Aug. 31.—Dr. Sheldon Jackson, United States Commissioner of Education for Alaska, has arrived here from St. Michael's on the steamer Roanoke. Dr. Jackson returned from his annual inspection of the government schools and reindeer stations on the shores of Bering Sea. The second week in August was spent on the coast of Siberia, where he was successful in securing and transporting to Alaska 160 head of domestic reindeer, which were sent to Cape Prince of Wales to replace in part the herd which was taken last winter by the Government and driven to Point Barrow for the relief of the ice-imprisoned whalers. The reindeer herds received a gratifying increase in the spring by the birth of a large number of fawns.

Dr. Jackson also established the headquarters of the Laplanders at Unalaklik, whence they will be sent to various parts of Alaska, where their services may be needed to carry the mail. Many of these Laps have already taken out their first papers looking to naturalization.

Dr. Jackson reports that the steam whaler Belvidere, one of the fleet that wintered off Point Barrow, was at Port Clarence on August 5, taking on a supply of coal and provisions preparatory to returning to the Arctic. The whaler Rosario was reported to have been crushed in the ice east of Point Barrow last July. The captain of the Belvidere said that his was the only one of the fleet that had got out of the ice up to the time he left, but he believed the remaining ones would get out all right.

Nothing had been heard of the revenue cutter Bear, which had gone to the relief of the whaling fleet, but she was daily expected at Port Clarence.

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SATURDAY, MARCH 19, 1898.

F. P. Clark, of Montaeal, who arrived on the Centennial with six reindeer, three oxen and twenty dogs, and an outfit of ten tons, leaves for the interior shortly.

REINDEER FROM NORWAY.

Mr. O'Neil Will Use them to Transport a Large Outfit.

Among the passengers arriving here on the Centennial were Mr. and Mrs. David O'Neil. Mr. O'Neil is well known in the Klondike, where he and his brothers have some valuable mining interests. Realizing the necessity of some means of transportation in the Yukon country better than dog teams, Mr. O'Neil left there last November and went to Norway to purchase a number of trained reindeer. Before go-

New York Sun March 24, 1895
ELKS BROKEN TO HARNESS.

The Novel Team Trained and Owned by E. H. Fish of Exeter, Ontario.

There is a man living in Exeter, Ontario, who has succeeded in breaking a pair of elks to harness, and so accustoming them to the sights and

in size, color, and weight, and are driven to a light, but stoutly made, two-wheel cart, which they draw about the city and country roads at a spanking rate with two on the seat.

The team is owned by Mr. E. H. Fish, who broke the animals to their present work. The ladies of the family frequently drive them without any trouble. The Toronto Globe camera



ELKS BROKEN TO HARNESS.

sounds of urban life that they are daily driven about the streets with perfect safety and satisfaction. In fact, the elks feel less excitement than they cause. They are perfectly matched

man took a snap shot at the elk team, and the accompanying illustration is from the Globe. It will be seen that the lady who holds the ribbons is able to give all her attention to the artist without fear of a runaway.



ing to the Yukon he had been a large contractor and had in his employ many men from Norway and Sweden. From them he had learned much about their native countries and the reindeer. His interest in these animals was farther excited by reading DuChalleu's "Land of the Midnight Sun." On arriving at Christiania he found that no deer were to be had, so continued his journey some nine hundred miles to the northward, to Tronso. There he learned that the deer were all back in the mountains; to the mountains he went to find the deer were all small and not the kind DuChalleu described. The home of the big deer was an uncertain locality, but he was informed that it lay to the northeast. Determined to find them, he con-

tinued his journey, visiting many fairs, until he reached a small village four hundred and eighty miles northeast of Archangel. In this locality he found a number of magnificent deer, trained to haul and to pack. He bought a herd of some two thousand, paying between eleven and twelve dollars apiece for them. With thirty-four selected deer weighing from 600 to 650 pounds each, Mr. O'Neil started from Hamburg. This journey of eighteen hundred miles the deer made in good shape. Before shipping them to New York he sawed off their horns down to the first prong and took every precaution for their safety. They were accompanied by a Laplander experienced in handling reindeer. Unfortunately the

vessel encountered several severe storms and was twenty-three days in making the trip. The reindeer were thrown about and many seriously wounded, and several died before reaching New York. Others died while crossing the continent, so that when Vancouver was reached only fourteen were left. Several died before sailing for Alaska, and more were lost on the trip, so that Mr. O'Neil landed at Skaguay with only one deer, and that shared the fate of the others before it could be gotten from the wharf. The long journey by rail and ship proved too much for them. Though unsuccessful in this attempt Mr. O'Neil still hopes to get a herd of reindeer to the upper Yukon and his next attempt will probably be to drive a herd across Siberia and Bering sea.

He speaks most intelligently of the many interesting places he visited on this journey and is enthusiastic over the benefit the Yukon would derive from trained reindeer. This wonderful animal furnishes food and clothing to thousands of Laplanders besides their great usefulness as beasts of burden. Mr. O'Neil visited Mr. Kjillman at his home in Norway, and many other well known authorities on the reindeer. Some of the Laplanders have immense herds of these animals, King Bull alone having 30,000. Tromso is a thriving town in 78 degrees north latitude, 16 degrees further north than Dawson. The farmers about there carry on agriculture in the face of greater difficulties than would be met with in the Yukon valley. Mr. O'Neil brings with him a reindeer dog, one of those remarkable animals which are so useful to the herder. One dog and a man will take care of 2,000 deer except when moving from place to place. Though reindeer eat hay and roots and browse on buds and young shoots, their favorite food is white moss which grows abundantly in the Yukon, and large patches of which are to be found within a few miles of Skaguay.

Mr. and Mrs. O'Neil leave for Klondike by way of the White Pass the first of the week.

STARTING FOR THE YUKON.

New York Sun Dec 21/15
SEATTLE STEAMERS ARE CROWDED WITH GOLD SEEKERS 1897

The Tide of Travel Has Set In Earlier Than Was Expected—About 100 Vessels Will Engage in the Alaskan Trade Next Year—500 Men Left Dawson for Fort Yukon Last Fall.

SEATTLE, Wash., Dec. 21.—The tide of travel has again set toward the north and steamers sailing from Seattle are crowded with gold seekers bound for the Yukon. At the regular steamship offices they report that bookings of freight and passengers are ahead of anticipations, and in some instances freight has been refused. The general impression among the transportation companies was that business would not open before the middle of January, but it has come with a rush a month earlier. The

older companies have more than doubled their capacity, employing ten steamers on the inner route, while several new companies have been organized with vessels to the number of fifty or more and contracts have been let to local shipbuilders for twenty steamboats and twenty-four steam barges suitable for the Yukon River trade, to be completed ready for use on the opening of spring navigation. Conservative estimates place the number of vessels of all descriptions to be engaged in the Alaska trade this summer at one hundred. This does not include transports, schooners, sloops, and smaller craft engaged in prospecting and other business along the Alaskan coast.

It is the belief of the transportation companies that they will be amply able to handle the business, although it is anticipated that from 75,000 to 100,000 men will outfit in Seattle. It is estimated that there are now in this city 7,000 strangers who have come here for the purpose of outfitting and getting to the Klondike and other points on the Yukon.

The steamer City of Seattle, which made the round trip between Seattle and Skaguay in ten days, the quickest on record, brought down three through passengers from Dawson, who left that place on Nov. 1. Up to that time 500 miners had left Dawson for Fort Yukon in order to relieve the food pressure at the former place and to avail themselves of the surplus at Fort Yukon. The meat supply at Dawson has been largely increased by the slaughter of cattle that had been driven over the trails. The meat was lying frozen in the warehouses. The weather up to the time of the departure of these men had been comparatively mild, the coldest being 20° below zero. They were forty days making the trip from Dawson to Skaguay, and came through without any trouble. They estimate that they travelled 900 miles. They went into the country in July, and succeeded in making a location and bringing out \$1,000 in gold dust, and they propose returning next month. Four more steamers are due to arrive from Alaskan ports to-night.

TACOMA, Wash., Dec. 24.—Three men who arrived to-day from Dawson say there is no danger of starving there this winter. About 1,000 men had left since Sept. 1, most of them going to Fort Yukon. Their departure and the arrival of several parties with cattle and sheep have greatly relieved the food situation. To-day's arrivals are D. P. Quinlan, John Denny, and W. S. Gardner.

Quinlan declares that with two warehouses full of frozen beef and mutton he does not believe any one will go hungry. They report that over one hundred men are now en route out and that the trail is in good condition. They think properly equipped expeditions will reach Dawson this winter with little trouble. Dogs are now worth \$150 to \$200 each in the interior. Candles sell for \$75 per box of 120.

Quinlan reports a rich gold discovery on Quartz Creek, a tributary of the Indian River, running almost parallel with Sulphur Creek. Surface indications were very rich in September. He secured a claim for which he refused \$1,000 before it was tested. Near White Horse Rapids another rich strike has been made by two Englishmen. They have reached the coast with nineteen and three-quarters pounds of gold in dust and nuggets. This was the result of eleven weeks' prospecting, but the entire amount was taken in a few days.

KLONDIKE RELIEF PLANS.

Pack Mules to Be Used to Carry Supplies if Reindeer Cannot Be Got Here in Time.

WASHINGTON, Dec. 24.—Lieut. D. B. Devore of the Twenty-third Infantry, who will sail from New York to-morrow for Norway, with Dr. Sheldon Jackson, the Government reindeer expert, has been directed not to purchase the 600 deer to be used to transport supplies to the Klondike if he cannot get them to New York by Feb. 15. To prepare for this contingency, 100 pack mules will be sent to Vancouver for transportation to Dyea, Alaska.

Capt. Brainard of the Commissary Department of the army will secure food supplies for the starving miners and have it at Vancouver, ready for shipment to Dyea with the mules, as soon as word is received that the reindeer will not be landed in this country within the specified time. It is probable that oxen will also be sent to Dyea for hauling purposes. Major Rucker, who has started for Dyea, will make preparations for hauling the provisions over the Chilcoot Pass, so that the deer will be spared that heavy work. Oxen are believed to be best adapted for that purpose.

They Will Work McLeod's Gold Finds.

VANCOUVER, B. C., Dec. 24.—Dan McLeod, whose story of a very rich find of gold gravel this side of the Yukon was discredited here, has attracted the attention of moneyed men here. Col. Domville has organized a company, which will send fifty men to the alleged find in the early spring. A great many cattle and adequate supplies are being purchased for the expedition. All the claims are to be staked, and McLeod is to get 25 per cent. of the profits. His story is now believed here. McLeod says he found the gold a year ago and has been trying ever since to induce capitalists to invest.

HANDLING ALASKA MAILS.

REINDEER AND DOGS WILL BE USED BY THE CONTRACTORS.

LARGEST CONTRACTS EVER MADE FOR MAIL SERVICE IN THE ICEBOUND NORTH.

From The Seattle Post-Intelligencer.

If the plans of P. C. Richardson, the Alaska mail carrier man, are carried into effect, the scheme long cherished by Sheldon Jackson for the use of reindeer teams between St. Michael and points on the Yukon River in Alaska will be put into operation. The contracts which the Postal Department has entered into with Mr. Richardson, who lives in Seattle, by the way, comprise perhaps the largest contracts of the kind ever closed for mail services in the remote, icebound bonanza land. Mr. Jackson, who has always been regarded as an authority on reindeer, is interested in some ventures with Mr. Richardson, it is understood, to this extent, that he is to aid him in procuring reindeer during the winter season.

Mr. Richardson has three important contracts with the Government for the handling of the Alaska mails. Two of them are to run for four years, and the compensation is \$79,500 per annum. A semi-monthly service for letters only will be inaugurated not later than July 1 between Juneau and Weare, at the mouth of the Tanana, taking in en route Dawson, Forty Mile, American Creek, Circle City, Fort Yukon and Rampart. Below Weare a monthly service will be inaugurated between Weare and St. Michael.

The third contract which Mr. Richardson was fortunate in securing is that for the transmission of twenty-five hundred pounds of mail monthly from Seattle by way of St. Michael to Circle City and thence to Dawson, if the river boats of the trading companies have no difficulty in reaching the Klondike capital. For this service Mr. Richardson is to receive \$35 for each trip made during June, July and August.

It is understood that Mr. Richardson will operate in Alaska in conjunction with the Arctic Express Company, which is to be organized to handle small packages, etc., between points on the Yukon and the coast. Mr. Richardson, it is understood, is interested in this company, having associated with him well-known capitalists in the East. It is said also that the Great Northern Express Company is allied with the new concern, although no definite information is obtainable on this score.

"The Post-Intelligencer" published in full two months ago the letting of the contracts for carrying the Alaska mails to Mr. Richardson. Soon after the Government sent Mr. Jackson and his Laplanders, reindeer, etc., to Haines Mission. Mr. Richardson purchased from the War Department a band of reindeer and at the same time took a number of the Laplanders to use on his route between St. Michael and Weare, the Government relinquishing its contracts with the men to him. Mr. Richardson contemplates securing both dogs and reindeer for the work he has in prospect, and in obtaining the reindeer Mr. Jackson will aid him materially. The equipment of sleds, harness, clothing and necessary supplies Mr. Richardson is now securing and will forward to St. Michael before many days.

The distance between Dyea and St. Michael is about 2,300 miles. Between Dyea and Weare, between which points a semi-monthly service is to be established, it is approximately 1,375 miles. In order to cover this route and maintain the required schedule in winter, Mr. Richardson will require the services of a number of strong, hardy men, who are used to exposure and hardship and who have a knowledge of handling dog teams over a frozen country in extremely cold weather. The time required for travelling 1,375 miles in the dead of winter in Alaska varies, according to the weather encountered and to the character of the men selected for the perilous journey, from six weeks to three months.

The contract price per annum for the Dyea-Weare route is \$66,000, or \$4,666 per month.

From Weare to St. Michael it is approximately 925 miles. Between these points the contract with Mr. Richardson calls for a monthly service, for which he is to be paid \$23,500, or nearly \$2,000 a month. Alaska travellers say that these figures will enable Mr. Richardson to fulfill his contract with the Government and leave besides a fairly remunerative margin of profit.

The bidding for the contracts for carrying mails in Alaska was confined largely to the Wells-Fargo Express Company and Mr. Richardson. The latter's bid for the two four-year contracts was just \$1,000 less than that of the express company. At first the Government was inclined to throw out the bids, believing that the figures were too high. Before new bids were received the Canadian Government notified the Department at Washington that it would not permit the United States as a Government to award contracts for mail routes through

the Northwest Territory. Mr. Richardson went to Ottawa, and after some hard work succeeded in obtaining a mail concession from the Dominion Government between the international boundary and Dawson. Then he returned to Washington, able to carry out any contract the Department might let him have. After several weeks more of negotiations the contracts were finally signed by Postmaster-General Gary.

The Canadian mails will be taken from the Canadian customs post on the trail between Dyea and the lakes, and thence to Dawson, every two weeks. Mr. Richardson's carriers will leave on dates alternating regularly with the mounted police, so that practically a weekly service will be in force between the lakes and Dawson.

to a condition of semi-starvation through the persistent destruction of the whale by the whalers and the rapid killing of fur-bearing animals through the introduction of breech-loading firearms. The days when they can support themselves and families comfortably by fishing and hunting are past, and a change in their method of subsistence has become absolutely necessary. This change can be secured by the introduction of herds of domestic reindeer and the education of the native population in their care and management.

The introduction of domestic reindeer among the native peoples will probably be accomplished through the instrumentality of the various missions which have been established among them. To facilitate this the government has entered upon the policy of lending them small herds, with the understanding that after a term of years an equal number will be returned by the missionary societies to the government. As the mission herds increase there will be a constant supply for the establishment of new herds owned by

The Washington Post.

The Washington Post Co.,

Washington, D. C.

Pennsylvania Avenue, near Fourteenth Street.

SUNDAY, DECEMBER 12, 1897.

REINDEER FOR ALASKA

Kris Kringle's Steeds the Only Hope for Klondyke.

ROOM FOR NINE MILLION OF THEM

Dr. Sheldon Jackson, U. S. General Agent of Education in Alaska, Declares that Only by Trained Teams Can the Starving Yukon Miners Be Saved—Dogs Can't Carry Enough Food for Themselves—No Roads in Alaska—Necessary to Miners.

TWO recent events have brought the introduction of domestic reindeer into Alaska before the American public with great prominence. One of these was the information that the miners in the Yukon Valley were without a sufficient supply of provisions to last during the coming winter. After weighing various plans, the government found that the only possible solution was to take the reindeer trained to harness that were in the neighborhood of St. Michael and with them freight provisions to the miners from the abundant supplies stored at St. Michael, located on the coast of Bering Sea, sixty miles above the mouth of the Yukon. Hence orders were issued by the War Department late in September, directing Lieut. Col. Randall, U. S. A., in charge of a detachment of troops at St. Michael, to take charge of the reindeer and with them send food to the starving miners on the Yukon. These arrangements were no sooner consummated than tidings came from the arctic coast of Alaska that eight whaling vessels, carrying crews aggregating about 400 men, had been unexpectedly caught in the ice and the men were in danger of starvation.

Many plans were proposed for a relief expedition, but it was found that no plan was practicable that was not based upon the reindeer. Accordingly the government, on the 16th of November, issued orders for the revenue cutter Bear to proceed north until stopped by ice, then make a determined effort to send a small party of officers and men over the ice to the main land. Having landed, the party are to proceed to Cape Prince of Wales, secure the services of W. T. Lopp, a Congregational missionary, borrow his reindeer herd and the herd belonging to a native Eskimo by the name of Antisarlook (Charley), and with these two herds proceed overland five or six hundred miles in December and January to Point Barrow, or until the sailors are found.

The importance of the reindeer in the development of Alaska cannot be overestimated. This is true whether looked upon from the side of humanity, utility, or commercial value. The native peoples occupying Northern Alaska were brought



KRIS KRINGLE'S STEEDS FOR KLONDYKE.

A careful computation, based upon the statistics of Lapland, where similar climatic and other conditions exist, show Northern and Central Alaska to be capable of supporting over 9,000,000 head of reindeer.

Necessary to Miners.

With the discovery of large and valuable gold deposits upon the streams and creeks of arctic and sub-arctic Alaska, it is found that the reindeer is as important to white men as to the Eskimo. A dog train on a long journey will make on an average from fifteen to twenty-five miles a day, and in some sections cannot make the trip at all, because the dogs cannot carry with them a sufficient supply of food for themselves, and can procure none in the country through which they travel. To facilitate and render possible frequent and speedy communication between these isolated settlements and growing centers of American civilization, where the ordinary roads of the States have no existence, and cannot be maintained except at an enormous expense, reindeer teams that require no beaten roads, and that at the close of a day's work can be turned loose to forage for themselves, are essential. Thus the introduction of reindeer into Alaska makes possible the development of the mines and the support of the miners.

the natives, who have taken care of the mission herd, learned the business, and received reindeer in compensation of their services. For the use of the miners some plan will be arranged by which parties desiring to establish transportation routes can procure trained deer for the purpose.

The first thought of the miner in Central Alaska is to secure a good claim, and his next thought is the question of food supply—whether he can secure enough provisions from the warehouses where they are brought by boats and in other ways, to enable him to work his mine continuously. With the exception of fish and a limited quantity of wild game, and a limited quantity of garden vegetables, there is no food in the country; all breadstuffs and the larger portion of the meat supply and fruits must be brought into it from the outside.

No Roads in Alaska.

Now it should be remembered that there are no roads in Alaska, as they exist in other sections of the United States, and that with the almost illimitable area of bog and swamp and tundra and frozen subsoil, it will be impossible to make and maintain roads except at a cost that is practically prohibitive. In summer the supplies loaded into small boats are pulled up the creeks or packed on men's shoulders. In winter they are hauled on dog

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sleds. This costs heavily. In addition to the expense, the carrying capacity is limited—a load is from 100 to 125 pounds per sled per dog, a portion of which is food for the dogs, and if the route is a long one without intervening stores of supply, a dog team can scarcely carry more than food sufficient for themselves. So far, they have failed in supplying the miners with a sufficient stock of provisions.

The only possible solution of the question of reasonable land transportation and rapid communication and travel between centers hundreds of miles apart in sub-arctic Alaska is the introduction and utilizing of domestic reindeer. The deer is to the far north what the camel is to desert regions; the animal which God has provided and adapted for the special conditions which exist. The greater the degree of cold the better he thrives. Last winter a party of reindeer hauling nine sleds made a day's journey with the temperature at 73 degrees below zero. A deer with 200 pounds on the sled can travel up and down the mountains and over the plains from one end of Alaska to the other, living off the country where he travels. Last season an expedition of

nine deer drawing nine sleds was made through Alaska lasting during the four winter months and making a total distance of 2,000 miles, during which the deer were turned out at night after a day's work to find their own provision, which is the native moss (*Cladonia rangiferina*) covering all that region.

Depends on the Reindeer.

The great mining interest of Central Alaska cannot realize its fullest development until the reindeer are introduced in sufficient numbers to do the work of supplying the mines with provisions and freight, and giving the miner speedy communication with the outside world. It now takes from fifty to sixty days to carry the mail between Jeneau and Circle City. With the establishment of relay stations at suitable distances, reindeer will carry the same mail in four or five days. The reindeer is equally important to the prospector. Prospecting at a distance from the base of supplies is now impossible. The prospector can go only so far as his supply of provisions, blankets, and tools, which he carries on his own shoulders, will last him; then he must return for a fresh supply. With ten head of reindeer, packing 100 pounds each (making half a ton of supplies), he can be gone for months, penetrating regions hundreds of miles distant, his deer meanwhile grazing wherever night finds him and them.

With Alaska fully stocked with this valuable animal, the hardy Eskimo and the enterprising American will develop grazing and mining industries that will amount to \$50,000,000 annually, and all this in regions where such industries are now only developed sufficiently to show their great possibilities.

SHELDON JACKSON, M. D.,
United States General Agent of Education in Alaska.

"North and West" Minneapolis Dr. Sheldon Jackson on Alaska Oct 20 [From the Minneapolis Journal.] 1898

Although Dr. Jackson is better known as the reindeer man than as the superintendent of public instruction in Alaska, the reindeer work is secondary to the other. When he took charge of the work of educating and civilizing the Eskimos, Klinkit and Indians of Alaska, he found that unless some permanent means of support and industry were provided for the natives there would soon be none to educate. The introduction of the reindeer was what was needed. The faithful animal would supply them with labor, food and means of transportation. Thus originated the reindeer importations. The government now owns 1,700 of the useful animals. Some of the more industrious of the natives have already come to own some deer, and the government loans the deer to missions in blocks of 100 for a period of five years—the mission having the increase during that time. It results that the missions have reindeer to loan and to give to deserving natives, which puts a premium on being a well-behaved native. And Dr. Jackson thinks this reindeer chromo idea is a very good one. During the past summer, the Doctor has been to Siberia again and brought over 161 more reindeer. The government herds are now large enough to

make a good start, but to supply the wants of the miners, as well as the natives, thousands more should be imported at once. The reindeer is absolutely essential to the development of Alaska. In the winter time there can be no adequate means of transportation without him.

It is not true, as reported, that all the reindeer imported from Lapland last winter died in Alaska, because there was no moss. Out of the original 539, all but one reached Alaska safely. There, through a combination of unfortunate circumstances, they were not driven inland to the moss fields until 312 had died of starvation. The others got fat as soon as they got the reindeer moss. The government herds are now doing well. They will be used in establishing lines of communication up and down the Yukon this winter.

The Laplanders who came with the importation that Dr. Jackson made from Lapland number more than 100 men, women and children. Their arrival in Alaska is the best thing that has happened for Alaska, next to the discovery of gold. It requires too much patience for a white man ever to succeed as a reindeer farmer. The Laps don't mind staying out with the herds twenty-four hours at a time in the worst kind of weather. The natives have the necessary qualities to succeed as reindeer drivers, trainers and raisers, and will rapidly learn from the Laplanders. There is enough reindeer moss in Alaska to maintain 9,000,000 reindeer. The advantage of the reindeer in transportation is that he flourishes in a severe climate and finds his own food. Dog trains have to carry their own provender. If the trip lasts long enough, the dogs will eat up the entire consignment. Dr. Jackson's assistant, as an experiment, traveled 2,000 miles through Alaska last winter, and didn't have to feed his deer once. They looked out for their own meals. Deer should be introduced into Alaska until they are so plentiful that every prospector and every native can purchase one at a reasonable cost. There are not less than 20,000 caribou or wild reindeer in Alaska.

It was by taking some of the natives and killing a thousand of these wild caribou that a Presbyterian missionary saved the lives of the ice-imprisoned whalers last winter. Later, two herds of the domesticated animals were sacrificed to the same purpose.

The schools are making much progress in educating the native young. About 1,000 children are in the schools, and the older people are being raised to a higher standard of life. There are about 30,000 natives in Alaska.

There are 40,000 white people in the Yukon, 10,000 of them church communicants, and among them are only two ministers—Episcopalians—and their work is chiefly among the Indians. Alaska will be a flourishing state some day. The gold is almost inexhaustible. Fifty years from now, new discoveries will still be made. In Alaska there are 400,000 square miles of gold fields; in the Canadian Northwest 150,000. The introduction of the reindeer will make it possible for large communities to be maintained at considerable distances from navigable streams.

Dr. Jackson will return to Alaska again in the spring. Just

now he is on a tour, in which he is making pleas for missionary and educational work in Alaska. Churches ought to send in missionaries at once, he thinks. It is a disgrace that the work has been delayed. As Dr. Jackson has only \$30,000 to spend in public instruction in Alaska, and all of that has heretofore been used in maintaining schools for the natives, he can do nothing for the whites unless Congress gives him a larger appropriation. Men going to Alaska should take their wives with them, and their children also, unless they are of school age. In that case, they should be left in the states. A miner is better off morally and more comfortable physically if he has his wife with him to look after his cabin while he works.

Chris. Advocate 11.4. Sept. 8. 98

Dr. Sheldon Jackson, who has just returned to Seattle from Alaska, where he has been discharging his duties as United States Commissioner of Education, reports that he succeeded in transporting one hundred and sixty-one head of reindeer from the eastern coast of Siberia to Alaska, and that the prospects for the permanent establishment of reindeer in Alaska are gratifying. He says also that many of the Lapps have taken out their first papers of naturalization, and that they are rendering satisfactory service as mail carriers.

RELIEF FOR THE WHALERS.
March 16 — 1898
The Karluk Will Endeavor to Force Her Way in Through the Ice.

Special Dispatch to the Post-Intelligencer.
SAN FRANCISCO, March 15.—The steam whaler Karluk sailed from this port for the Arctic today, commissioned by Roch & Blum, her owners, to push through the ice with all possible haste and reach the imprisoned whalers. The Karluk carries a large supply of provisions for the men who are frozen in, and her owners believe she will reach the whalers long before the Bear can possibly do so. The Karluk is a stoutly built vessel, especially fitted for work among the ice packs of the north. It is expected that she will be gone at least a year, and possibly two.



The Alaska-Klondike Reindeer Transportation Company.

Capital Stock \$100,000.

Shares \$100 Each.



This Certifies that

is entitled to

Shares of the Capital Stock of
THE ALASKA-KLONDIKE REINDEER TRANSPORTATION COMPANY, full paid and non-assessable
transferable only on the Books of said Company in person or by Attorney on surrender of this
Certificate.

In Witness Whereof the said Company has caused this Certificate to be signed by
its President and Secretary and its Corporate Seal to be hereunto affixed at Chicago,

Witness, this _____ *day of* _____ *A.D. 1* _____

Secretary.

President.

ALASKA-KLONDIKE REINDEER TRANSPORTATION COMPANY

Reindeer in Alaska.

Ed. Messenger:

An article published in the Messenger a few weeks since, on the subject of reindeer in Alaska, awakened my interest and at the same time aroused my ire for its injustice to Rev. Dr. Jackson, the originator of the project, and its unwearied promoter for many years past. The founder of schools and churches from the Mississippi to the Pacific, he went to Alaska in the same capacity, was appointed Superintendent of Education for that far-away frozen region, and established schools all along the coast and far in the interior. He saw the poverty and destitution of the natives, caused by the rapid extermination of the whales, seals and walruses, their main reliance for sustenance. He found whole regions becoming depopulated—whole villages of corpses.

The reindeer introduced among the natives in large number seemed to him the only practicable remedy for all this. It would furnish for these poor people simultaneously food, clothing, shelter and means of travel and transportation. Then, too, it would be a long step in the way of permanent residence, remunerative occupation, education, civilization and Christianization.

He visited Washington, D. C. He told all this—and far more—to Secretaries, Heads of Departments and Congressmen. He plead for an appropriation of \$15,000 in aid of the philanthropic and statesmanlike project. Some listened, sympathized and approved; but the effort failed. Then he promptly appealed to the benevolent and Christian public for aid. The sum of \$2146 was contributed. With this small sum he was speedily off again for Alaska. Secretary Teller had become interested. Capt. Healy, of the U. S. revenue cutter Bear, was instructed to render Dr. Jackson all the assistance in his power, consistent with his other duties. He did so. Together they visited various points on the Siberian coast in quest of reindeer. They found a great disinclination to sell live reindeer. At length they secured sixteen, which they

turned loose on one of the Alaskan coast islands, where they wintered in safety, despite many adverse predictions. The following year many more deer were purchased and taken to Port Clarence, on Norton Sound, where the herd was permanently located. The same little benevolent fund still, for three years in all, I think, furnished the means of purchase. At length Congress made a small appropriation, and the work went on more rapidly. Russian consent was obtained, a purchasing and herding station was opened in Siberia, and larger numbers of reindeer brought over, until now there are over 1000 reindeer at Port Clarence, under the care of missionaries at the various mission stations, and watched over by competent and trained herders.

Dr. Jackson has all this time been giving the enterprise his earnest assistance and attention. To him its success is due, and to no impersonal "Uncle Sam" should the credit be given, as was done in the article you recently published.

To Dr. Jackson it may now be due that Uncle Sam may be enabled to send succor to starving whalers on the arctic ocean, and starving miners on the Klondike.

A. D. SIMPSON.

REINDEER AS *St Paul* MAIL CARRIERS

Pioneer Press *March 13, 1898*
THEY WILL TRANSPORT MAILS THROUGH ALASKA

John P. Clum, Chief of the Division of Inspectors in the Postoffice Department, is on His Way to Alaska to Establish Mail Routes—Government Reindeer, He Says, Will Be Divided Into Three Expeditions for Exploring Gold Country—Utility of the Animals.

"Though the principal relief expedition has been abandoned the federal government is going to find good use for the reindeer that recently passed through St. Paul on the way to Alaska.

John P. Clum made this comment yesterday at the Windsor hotel. Mr. Clum is chief of the division of inspectors and of mail depredations in the postoffice department. He will start to-day over the Great Northern road for Seattle. From there he will go to Alaska to establish mail routes and to make the best possible arrangements for supplying the territory's increasing population satisfactory postal facilities. Referring to the reindeer he added:

"They will be driven and tended by their old Lapland friends. These men have in most cases been engaged in transporting mails for the Stockholm and St. Petersburg governments, and are familiar with the use of reindeer for that purpose. We shall no doubt use the deer to a large extent in moving the Alaskan mails through the territory.

"The animals will be divided among three expeditions. One expedition will take the Dalton trail—entirely overland,

life's tasks.

Alaskan Bettlebeum
April 7-1897.
INTRODUCTION OF DOMESTICATED REINDEER INTO ALASKA.—From the latest report of Dr. Sheldon Jackson, for an advance copy of which we are indebted to the Bureau of Education, it appears that there are now five herds in Alaska—one at Cape Prince of Wales, a mission station of

the Congregational Church, numbering 253; one at Cape Nome, in charge of three experienced Eskimo apprentices, numbering 218; two at Golovin Bay, one belonging to the Swedish Evangelical Mission Station, and the other to the St. James Episcopal Mission Station, together numbering 206, and the central Government herd at the Teller Reindeer Station, numbering 423, making a total of 1,100 head. Of four hundred and sixteen fawns born to the herds last Spring, three hundred and fifty-seven lived. Doubtless our mission stations will receive herds before long.

It is expected that the present Summer will mark quite an advance in the reindeer enterprise. Permission has been obtained from the Russian Government for the placing of a purchasing agent at Mechigme Bay (a short distance south of East Cape). Mr. Jno. W. Kelly, who has spent eleven years at Point Barrow, will be put in charge. He is a well educated, intelligent, energetic man, thoroughly familiar with the country.

A few trained reindeer will be sent to the mining regions of the Yukon to demonstrate their adaptability for freighting.

When one reads that the wonderful placer mines of the Yukon River are really from twenty-five to one hundred miles away from the stream, so that mongrel Indian dogs used for transporting goods from its banks to the mines cost at times from \$100 to \$200 each, the advantage of reindeer transportation to supply the miners with the necessities of life will be apparent.

It is to be hoped that Congress will deal liberally with this enterprise, weighted as it is with far reaching results for the development of that wonderful territory and the civilization of its people.

of course—from the vicinity of Dyea to Dawson City. This party will carry in such supplies and medical stores as seem to be needed. After reaching Dawson the party will turn about and explore the Tanana district, south of Circle City, in American territory, where gold is said to be plentiful. The second and third expeditions will proceed to Prince William Sound, three hundred miles west of Dyea. From the sound one expedition will start up the Copper river and explore it thoroughly. The third expedition will go still farther west to Cook's inlet, and will then try to work its way overland to the northeast into the Tanana country. There it will aim to join the first expedition that came by way of Dawson.

"I feel pretty sure that the reindeer will solve the transportation problem in Alaska and will hasten immeasurably the complete exploration and development of the country. I've no doubt the United States has just as rich mines on its side the line as Canada can boast of. At least the aggregate of the gold on our side will fully equal and probably exceed the mineral deposits on the other side. But it will require reindeer to enable us to find exactly how rich our territory is."

SOME OF THE SIGHTS AND MEN SEEN ABOUT THE SIBERIAN REINDEER STATION



FLED FROM THE NATIVES

Purchasers of Reindeer
Tell a Tale of
Horror.

TOOK THE FIRST
CHANCE TO DEPART.

THEY SAY THEIR LIVES WERE
DAILY THREATENED BY
SIBERIANS.

According to Another Account
There Is a Large Shortage
in the Number of
Animals.

The expedition headed by John W. Kelly which sailed away from here on the schooner Volant in June of last year to buy reindeer for the United States Government, has returned to civilization with a graphic story of thrilling adventure and bloodshed. Kelly, accompanied by Conrad Siem, who was his associate on the Siberian trip, and Alfred St. Leger, the cook of the party, reached here from the north yesterday,

all thankful to a protecting Providence for their safe escape from the murderous natives of Eastern Siberia, among whom, they declare, they would never trust their lives again for the greatest consideration the United States Government could offer them. Kelly had been the Arctic agent of the Pacific Steam Whaling Company at Point Barrow and Siem had been the agent for Liebes & Co. at the same place for some years. The two were selected by Dr. Sheldon Jackson, United States General Agent of Education in Alaska, to go to St. Lawrence bay, on the Siberian coast, and purchase reindeer for the equipment of the Government's reindeer stations in Alaska, and the Volant was fitted out with all the supplies for the expedition, which embraced food supplies and goods for barter, arms and ammunition and materials for an eighty-foot house. The permit granted by the Russian Government was not in accord with the purposes of the expedition, which contemplated the establishment of a station on St. Lawrence bay and barter of goods for reindeer. The Russian permit merely granted permission to the party to go through Russian channels and buy reindeer with cash and on this account the Volant had some trouble in clearing for its destination. The expedition landed in Siberia without any warrant or authority, according to Kelly's story, and this had considerable bearing on the series of events that ensued. "We landed at St. Lawrence bay at a trip of about one month," said Kelly when seen at the Russ House last evening, "and established our station without any trouble. The natives were very friendly at first, and still manifest great friendship for us when Dr. Jackson visited the station on September 21st. He came over on the revenue cutter Bear, and remained part of one day, and carried away with him a most encouraging report of our prospects. "Jackson had no sooner left, however, than the natives changed their attitude toward us. The very next day a native girl, whom I have ever since called my Pocahontas, came to the station and warned me of the approaching trouble. The natives of a dozen villages had held a meeting the day before, and debated the question whether they should exterminate us or not. They

gued the question all night. But coming to any agreement. Some of the natives were friendly to us and many others were for bloodshed.

"I listened to the story of the native girl, but did not place much credence in it. We had been buying deer during all this time, and all the natives with whom we came in contact seemed so friendly that their very attitude ward off all thought of danger or treachery. A little later I received a second warning. Natives were gathering from all parts of the peninsula for a radius of several hundred miles. They came in bands of thirty, forty and fifty, with dog sleds and reindeer. With one party came a native who hailed from a point on the coast fifty miles to the southward. He had traveled two days and one night over the ice to tell me that the natives of his neighborhood were holding meetings and that serious trouble was threatened. It was not until then that I prepared for trouble. I gave letters to this man and to others whom I had reason to believe were friendly, that there might be some record of the party left in the event of a massacre. These letters told of the situation we found ourselves in and explained all about the reindeer we had purchased for the Government. This was a precaution to satisfy the Government about the mission that had been intrusted to us. Then we distributed the reindeer among the friendly natives, with instructions to hold them for the United States Government. We had bought about 450 reindeer, and in addition to this number there were about 200 foals, which brought the total up to somewhere in the neighborhood of 650.

"After making these arrangements we prepared for our own defense. The situation was really getting very trying, and we began to fear we would never be able to leave the country alive. So we barricaded our station, and throughout the long dark winter we kept our hands on our loaded repeating rifles. I arranged the interior of the big house so that we could defend ourselves to the best advantage. I constructed a labyrinth of dark passages through which the assailants would have to pass before they could reach the inner apartments where we lived. We could pick off the assailants in these dark passages with our guns before they could reach us, and the scheme gave us more security than I had dared to hope for. During every assault that was made on the station the natives quailed and retreated before we thought it necessary to kill for our protection.

"About this time a Russian priest arrived at the station from Yakoutsik, on the Lena river. He had traveled for two years to reach the natives of this eastern coast, who, he thought, might prove susceptible to religious and educational influences. The natives grabbed him, threw him into creeks, rolled him in the snow, tore up his manuscripts and otherwise maltreated him. He was a well-educated gentleman, with a dignified bearing, and I did all that I could to relieve his sufferings. With the aid of a few friendly natives I tried to get him out of the country. He wouldn't go back the way he came, so I arranged with some natives to take him southward. He started on December 11th, but the natives maltreated him and deserted him, after taking him eleven or twelve miles. He managed to get back to the station with much difficulty.

"On the 29th of December there was a serious row among the natives outside of the station building. These Tchukutchi Indians are not very good marksmen, however, and the prolonged fusillade only resulted in one death. The leader of the unfriendly natives, who bore the name of Kopah, was the victor. We were the cause of the whole trouble. Some of the natives demanded our lives, and those of the natives who were friendly to us gave it out that they would defend us. Hence the shooting. "On the 10th of January the Russian priest managed to get away again, and this time, I hope, successfully, although I have seen or heard nothing of him since. I gave him a letter addressed to the American Minister at St. Petersburg,

which he promised to forward to its destination as soon as he reached the point where it could be mailed. I have not learned as yet whether the letter reached St. Petersburg or not. The letter contained a statement of our situation at St. Lawrence bay for the information of the United States Government in the event of our death, which we greatly feared. I do not know who the priest was. He would not give me his name. All that he would tell me was that he had come from Yakoutsik, on the Lena river, and that he was attached to the Benedictine Monastery at that place.

"After the shooting things quieted down a bit, but there were continued disturbances at intervals until April 17th, when the trouble between the opposing bands of natives culminated in another shooting. This time one of the friendly natives was killed. During all this time we did not dare to stir far beyond the portals of our station, and later things became so warm that we determined to get away from the country at the very first opportunity. The Hawaiian whaling steamer Alexander furnished the opportunity. She had been nipped in the ice off Cape Navarin, and lost all of her spring whaling on that account. She arrived off our station on July 6th, and we lost no time in getting aboard. We left the station just as it was, locked the door and gave the keys to friendly natives. The Alexander took us to Port Clarence, Alaska, where we remained twenty days. Then we boarded the schooner Compeer, Captain E. C. Larsen, bound for Point Hope. After discharging her cargo at Point Hope, the Compeer made tracks for Port Townsend, Wash., where we arrived three days ago.

"There were good reasons for leaving St. Lawrence bay when we did. The natives were beginning to gather in great numbers, and at the time of our escape numbered not less than 2000. They came from hundreds of miles around and were bent on mischief. They were demanding food and likewise demanding our heads. We had bought up hundreds of their reindeer, which afforded their principal means of sustenance, and they did not like it.

"There is a story back of all this trouble with the natives which, had it been known before we went to Siberia, would, I believe, have influenced the Government to abandon the whole project. It seems that the reindeer which had been previously purchased and shipped to Alaska were owned by whole families and combinations of families. The title to the herds and individual deer taken by the Government were sadly mixed, and some of the natives claiming an interest in the animals were never consulted about the purchase. This led to serious trouble. After the reindeer had been shipped to Alaska a reign of bloodshed followed and whole families were exterminated. The surviving children and women of many families which had gone through the awful feud were pointed out to me, and I was horrified with the tales of bloodshed and suffering that were told to me. When we went to Siberia we opened up an old sore, and the natives were determined to have their revenge on us for the death and sufferings of their kinsmen.

"Another reason that prompted us to get out of the country as quickly as we could was the approach of a Russian gunboat. A few days before we got away on the Alexander the Russian war vessel, which does the same patrol duty performed by our revenue cutters, was reported fifty miles down the coast. We had established our station at St. Lawrence bay and landed fire-arms and articles of trade and barter, without authority, and there would have been trouble for us had we remained. So we escaped when the opportunity presented itself."

According to a dispatch from Seattle word was left at Port Clarence for Dr. Sheldon Jackson that 900 deer had been purchased. When he reached Siberia the herds were driven down to the sea and only 160 bore the Government purchase mark. The natives claimed that

the agents had spent the Government supplies for furs, ivory and whalebone, which they had taken away with them on the vessel.

The Washington Post.

The Washington Post Co.,
Washington, D. C.

Pennsylvania Avenue, near Fourteenth Street.

WEDNESDAY, SEPTEMBER 7, 1898.

BOUGHT REINDEER IN SIBERIA.

Their Mission Made Government Agents Unpopular with Natives.

San Francisco, Cal., Sept. 6.—The members of the expedition which sailed from this city on the schooner Vulcan in June of last year to buy reindeer for the United States government in Siberia, have returned. They landed on July 17 in St. Lawrence Bay. The natives seemed friendly, and there was every prospect of a successful mission. Dr. Sheldon Jackson came over on the Bear, and remained a few days, satisfied that the object of the expedition would be attained. Not long after their trouble began, and for a year they were in imminent danger of incurring the hostility of the natives, who object to any diminution of their stock of reindeer.

In October, 1897, an attempt was made to shoot one of the expedition. Then it was rumored that a Russian was coming to oust them from their station. The men, who had procured 450 deer, and 250 fawns, thought it best to leave, and took passage on a whaler to Port Clarence, across the straits, in July of this year.

New York Sun
Sept 10, 1898.

CHUKCHEES TRIED TO KILL THEM.

Two of Our Reindeer Buyers Had a Lively Time in Siberia Last Winter.

TACOMA, Wash., Sept. 9.—John Kelly and Conrad Siem had a thrilling experience all last winter with Siberian natives, among whom they were sent by Dr. Sheldon Jackson to purchase reindeer for the Government station in northwest Alaska. The Government bought a large number of reindeer from these people in 1896 and shipped them to Alaska. The deer, it seems, belonged to whole families and villages, but were sold without the knowledge of many natives claiming an interest in them. After the deer were shipped, some families were slain for appropriating the proceeds of the sales. Over thirty persons were killed.

This tragedy caused the natives to become very hostile to Kelly and Siem after Dr. Jackson very hostile to Kelly and Siem after Dr. Jackson had departed from St. Lawrence Bay, Siberia, in September, 1897. Kelly was first notified secretly by a native girl that the head men of a dozen villages had debated whether he and Siem should be put to death.

They continued, however, to buy deer until notified that many of the natives intended to attack them. They had purchased 450 deer, which were distributed among friendly natives for safe keeping. Kelly and Siem barricaded their station, and one or the other was constantly armed and on watch from December to July.

Friendly natives who gathered to defend Kelly and Siem fought on Dec. 29 and April 17 with other natives who demanded the lives of the white men. Several were killed in each fight. On July 6 the Hawaiian whaling steamer Alexander arrived at Lawrence Bay, and Kelly and Siem took passage on her. They reached Port Townsend on the schooner Compeer. When Dr. Jackson's agents reached St. Lawrence Bay this summer the natives gave up only 200 of the deer purchased by Kelly and Siem.

GOVERNMENT MONEY LOST IN REINDEER.

Another of the Reverend
Sheldon Jackson's
Plans Fail.

Uncle Sam Purchases 800
Animals and Receives
About 150.

San Francisco, Cal.
WHO IS RESPONSIBLE?

Sept. 4 — 1898
Natives Say They Delivered All
the Stock They Sold—Buy-
ers Contradict This.

[Special Dispatch to "The Examiner."]

SEATTLE, September 3.—The Rev. Shel-
don Jackson, famous as an Alaskan ex-
plorer, an ex-moderator of the Presbyterian
church and the father of General Alger's
Lapland reindeer Klondike relief expedi-
tion, which collapsed with a loss of upward
of a hundred thousand dollars to the Gov-
ernment, has been buncoed. The United
States, not the roving divine, is again the
loser, for Mr. Jackson was undertaking, in
the name of the Federal Government, an-
other of his pet schemes, involving the
transportation of reindeer from Siberia to
Western Alaska.

Mr. Jackson, who was a passenger from
the north on the Roanoke, forgot to tell of
his misadventure, but full particulars were
received from the officers of the Del Norte,
which arrived to-day. In truth, the minis-
ter did not even refer casually to the un-
pleasant incident, or explain why (other
than to say that it was a bad reindeer sea-
son) it was that the Del Norte, which was
chartered to transport 800 reindeer from the
Siberian coast to Port Clarence, took, as a
matter fact, only 167. Nevertheless, Mr.
Jackson and the United States were bun-
coed either by the Government's agents,
John W. Kelly and Conrad Seim, or the Si-
berian natives. Kelly and Seim were by
Jackson provided with thousands of dollars
worth of trading goods at the Government's
expense on St. Lawrence bay, and told to
purchase 800 reindeer. The deer were to
stock up the stations from which the Whaler
Relief Expedition took its deer supply.
They established their camp and were left
there.

When the Del Norte arrived Kelly and
Seim were gone. They had taken the whaler
Alexander and gone into the Arctic. They
left word for Sheldon Jackson that they had
purchased 900 deer and had been compelled
to leave because their lives were in danger
and provisions had run short. Arriving at
St. Lawrence bay, Jackson sent for the
herders and demanded the Government's
deer. After much delay the Siberians drove
down three or four herds. Out of the bunch
there were 167 that bore the Government
mark. The count was short 633, and, ac-
cording to the statements of Agents Kelly
and Seim, the Government has been cheated
to that extent. The natives say it was the
other men. They claim that Kelly and
Seim used the Government trading goods

to purchase whalebone and furs for them-
selves, instead of reindeer for their coun-
try. The natives declare that on the Alex-
ander the two men took a valuable ship-
ment of such things.

At all events it appears strangely coinci-
dent that Kelly and Seim should have
reached Port Townsend Friday morning on
the schooner Compeer from Point Hope. It
is also of interest to note that it was given
out at the port of entry that the Compeer
had whalebone and furs from the Alexander.

Meanwhile, it is reported, Kelly and Seim,
whom Mr. Jackson would no doubt like to
meet, have gone to San Francisco.

Washington D.C.
THE EVENING STAR

LITTLE HOPE FOR WHALERS

Oct 28 - 1897.

Those Caught in the Ice Pack Likely to
Perish.

Nothing but Unusual Southeasterly
Gales Can Save Them—No Food
at Point Barrow.

SAN FRANCISCO, Cal., October 28.—
Arctic navigators and operators of whaling
vessels say there is still hope that the
Belvidere, Orca, Fearless, Rosarie and
Jeannie, the five vessels that were caught
in the ice west of Point Barrow about Oc-
tober 1, will get out, but that hope is a
very faint one. Their release from the ice
pack would have to come very soon, as
they were inclosed by the floes, or their
boats would in the spring be found drift-
ing in the prevailing western currents to
the Siberian coast. Nothing but south-
easterly gales, which would drive the ice
back from the land, would save them, and
at this season of the year such winds are
very rare in the arctic circles.

The Newport, the Jessie H. Freeman and
the Wanderer, who spent last winter in
the arctic, were to come home this fall,
but nothing has been heard of them west
of Point Barrow, and it is thought that
they, too, may have been caught in the ice.

No Supplies at Point Barrow.

There are no supplies of any kind at the
Point Barrow station for the frozen-in
whalers. Should they require assistance
the nearest point to which they can look
for relief is Herschel Island, 400 miles
away. When the fleet of 1889 was frozen
in off Herald Island, the United States
equipped a relief station at Point Barrow
and laid in a bountiful supply of pro-
visions. Not long ago the government came
to the conclusion that the place was a
useless expense, and sold everything for
\$5,000. The last of the supplies went on
the Jeannie to the Pacific Steam Whaling
Company's vessel at Herschel Island.

Capt. Herendeen's Experience.

Capt. Edward P. Herendeen, an old
whaler, said this morning in speaking of
the whaling ships which had been reported
frozen in the whaling grounds:

"In 1886 I was on board of a schooner
about a third of the way from Point Bar-
row to the Sea Horse Islands, when the
ship had a narrow escape from being
caught. It was about the middle of Sep-
tember, and even as early as that the
young ice began to form. The vessel had
a very sharp prow, by which means we
managed to get out all right.

"The captains of the vessels reported to
have been frozen in must either be very
foolhardy or do not understand the posi-
tion in which they have placed themselves.
If they have taken no provisions with
them for spending the winter there, this is
certainly the case. The risk of being
caught is liable to occur at any time in
the early fall.

"The McKenzie river is a favorite win-
tering place for the whalers, as a safe
harbor is formed near Herschel Islands.

Nonnan's Home Missions

DR. SHELDON JACKSON'S importation of rein-
deer is by no means a failure, says the *Christian
Advocate*, if we may except the dying of a large
number through "red tape" delays before reach-
ing Alaska. Alaska furnishes greater quantities of
food for them than any other country and the
proper conditions in all points for their support
and usefulness, and they are to be of great and
special service in the future of that country.

August - 1898.

This point is about 450 miles east of Point
Barrow. The whalers have been in the
habit of wintering there since 1890, the
reason being that they can start out early
in the spring and catch the whales which
congregate there, thereby saving the time
it would be necessary to go from Point
Barrow or elsewhere. When they arrived
at the whale place, unless wintering there,
it would be too late in the season. There
is plenty of drift wood on the McKenzie
river, which is utilized by the men for
making log huts, and they can take care of
themselves in this manner very comforta-
ble, disposing the time between the huts
and the ships. A party last year managed
to get frozen in about thirty miles from
Herschel Island and underwent a good
many hardships which they would not have
had to encounter if they had been able
to reach the harbor.

"It is impossible to exert too much care
on these expeditions, as the risk at all
times is very great, and it is only with
greatest of forethought that a safe return
is made home. Of course it is possible to
be caught in the ice any time, but it seems
these men must have been careless in the
extreme.

"The one thing which may save them is
a southern wind, which will have the effect
of breaking up the ice by its own warmth,
and that of the sea currents which it
starts in that direction."

which the riders are members.

Spokane Review
NEWS OF ICE-BOUND FLEET.
Spokane April 18, 98
Third Mate of the Orca Tells of Im-
prisoned Whalers.

Seattle, April 17.—Charles H. Walker,
third mate of the steam whaler Orca,
arrived here today after one of the most
remarkable trips on record. He left Point
Barrow, Alaska, the first of last Novem-
ber with two Indians and a dog team,
and followed the shore line of the Arctic
ocean to the mouth of the McKenzie
river, which he ascended, coming into
civilization at Edmonton.

Mr. Walker brings advices from the ice-
imprisoned whaling fleet one month later
than C. F. Tilton, who came out by way
of St. Michaels, arriving here several days
ago. Mr. Walker brings an appeal from
the captains of the whalers at Point Bar-
row to the Pacific Coast Steam Whaling
Company to use every effort to get sup-
plies to them by the first of July. They
knew nothing of the government relief ex-
pedition now on its way. There are, Mr.
Walker says, 186 people at Point Bar-
row, who, by living on short rations, will
have enough supplies to last them until
the first of July. The whalers east of
Point Barrow are in better circumstances.
Besides having plenty of provisions, they
have a large stock at Herschel Island to
draw on. Mr. Walker confirms the re-
port of the loss of the Orca and the burn-
ing of the Freeman. All the vessels east
of Point Barrow are safely anchored. The
Fearless and Newport are situated 95
miles east of Point Barrow, off Tonyent
point. The tender Genie is at Sea Horse
Island. The Norwhal, Blue Eyes, Gram-
pus and Boalema are at Bailey Island.

From the mouth of the McKenzie to
Edmonton the trip was without special
incident, but Mr. Walker had a hard trip
from Point Barrow to the mouth of the
river. Owing to the scarcity of provisions
at Point Barrow, he started out with but
a small amount, trusting to the chance
of killing sufficient meat on the road. For
three days previous to reaching Herschel
Island he was practically without food.

WHALEERS WRECKED IN THE NORTHERN SEAS.

Last week we gave our readers a letter from Dr. Marsh, the brave young physician, who, accompanied only by his newly married wife, has gone to Point Barrow, the most Northern missionary station in the world. Our Chicago correspondent furnishes some further details, as to whale ships caught in the ice, or wrecked on that stormy coast, that will be of interest to our readers:

About the 8th of August the whaler "Newark" got caught in the ice and was carried by Point Barrow in the floes, about four knots an hour. The "Bear," (the Government ship sent North every year to carry relief to shipwrecked sailors,) stood by, but the pack was so dense that no help could be given in saving the vessel. The "Bear" picked up the captain, his wife and six men who had carried the small boat over the ice to the open water. Mrs. Marsh fitted out the captain's wife, Mrs. Whitesides, with woman's wear, as when the Bear picked her up she had on a union suit and native coat, trousers and boots! Thirty others of the crew of forty seven started out on the ice, but only sixteen were left when the company was picked up by the "Thrasher," another whaler. Fourteen had perished on the ice, for lack of food and shelter. Arriving at Point Barrow, Dr. Marsh ministered to their needs. All were temporarily unbalanced mentally, their feet were frost bitten, one was partially paralyzed. All will fully recover unless it be the man who is paralyzed.

The last statement in the letter is that all of the whaling vessels were fast in the ice. The "Jeanie" by which Dr. and Mrs. Marsh came to Point Barrow is frozen in two hundred miles east of that place. Fortunately the "Thrasher" the vessel to which Dr. Marsh entrusted his letter got away from the ice and all the rest of the vessels are still in the far North with the certainty, almost, of being crushed like egg shells by the upheaval and pressure of the ice. There are provisions enough at Point Barrow, including what is likely to be secured by hunting, to last twenty five people one year; and it is probable that as many as three hundred men from the whalers will attempt to reach Point Barrow. If even the majority get there, what will they do for food? The Secretary of the Interior has been importuned to arrange for a relief expedition to be sent at once. Dr. Marsh urged in his letter that everybody use his influence with his congressman to effect the restoration of the Refuge Station at Point Barrow. "Do it to protect us," writes the brave young missionary. It is stated in the daily papers that there is plenty of food at Point Barrow, but that this is not correct is evident from Dr. Marsh's letter.

CLARENCE G. REYNOLDS.

Washington Star
PREFERS THE DALTON TRAIL.
1897.
Commissioner Harris Gives the Only Feasible Route to Klondike.

The Secretary of War has received a letter from Mr. Harris, commissioner of education, in regard to the best method of affording relief to the distressed miners in the Klondike country.

"The only feasible route for the present year, and possibly for several years," Mr. Harris says, "is that by south Alaska, which has well-established steamboat lines running from Seattle to Juneau or Dyea twice each month. The true line of com-

munication for a reindeer trail is that to the west of Chilkoot pass, called the Dalton trail, which runs from the headwaters of the Chilkat river to the westward of Lake Arkell and keeps along the hills down to the region of Fort Selkirk, near the mouth of the Pelly river.

"Its grades are less steep than those of the Chilkoot pass and Skaguay routes, and the summit of the watershed over which it leads is only 2,200 feet above the sea.

"This avenue of communication—namely, by southeast Alaska—is practicable both winter and summer, and will command, by a system of reindeer expresses from Chilkat, the entire region of Alaska.

"The approximate distances and the periods required for the transmission of mail are: From Seattle to Chilkat, six days; from Chilkat to Circle City, 800 miles, eight days; passing Dawson City and the Klondike region on the sixth day out from Chilkat; conveying letters between Klondike and Seattle in two weeks, or possibly in ten days.

"The reindeer service with the United States mails from Circle City to Minook, at the mouth of the Tanana river, on the middle Yukon, 200 miles, requires two days more.

"These estimates suppose that reindeer will be used to carry the mail and that relays will be placed fifty miles apart. If four relays are used and the journey kept up the entire twenty-four hours, the time occupied from Chilkat to Dawson City would be three days, to Circle City four days and to Minook five days.

"From Minook down the Yukon river to port St. Michael, on Bering sea, is 600 miles, and would require six days for mail service."

Mr. Harris states that all that is necessary to make this practicable is the purchase of 500 reindeer from Lapland, trained to harness, which will cost on delivery in Alaska \$40,000. Fifty skilled teamsters from Finland would cost \$6,000.

Mr. Harris recommends the purchase of 500 does, to form a herd in southeastern Alaska. Such a herd, with twenty-five families of herdsmen, Mr. Harris estimates, will cost \$50,000, and an additional appropriation of \$25,000; he says, is needed for the management of the herd and instruction of the natives.

One teamster is needed for every ten deer, Mr. Harris says, and one team of ten deer, with ten loaded sledges and a teamster starting per day from Dyea for Dawson, would require about twelve days to make the journey at the rate of travel that a full-loaded sledge requires. One sledge could be occupied by the driver and his food and personal baggage. The remaining nine sledges would carry 3,600, or even 4,000 pounds of freight. Thus organized, about two tons of freight would arrive from Dyea daily in Dawson.

FROM THE RELIEF PARTY.

Seattle Post-Intelligencer

LIEUT. JARVIS SENDS A REPORT BY THIRD MATE TILTON.

April 15, 1898

The Party Making Good Progress on Their Way North, and Will Reach the Imprisoned Whalers Some Time Next April With Reindeer.

WASHINGTON, April 14.—Lieut. D. H. Jarvis, in command of the expedition for the relief of the ice-imprisoned whaling fleet in the Arctic, has made a report to the secretary of the treasury, dated Norton Sound, Alaska, January 3, 1898. Concerning the condition of the fleet, Lieut. Jarvis says:

"Today on the ice I met G. F. Tilton, third mate of the whaling steamer Belvidere, one of the vessels at Point Barrow, bound out by way of St. Michael with mail and news of the positions and condition of the vessels, for which this relief expedition was sent. On account of the situation, I opened such mail as I supposed would give me information that might assist me in the purpose of the expedition.

"From all I can learn, the following is the condition of the fleet:

"The steamer Orca was wrecked trying to get out September 22, 1897, a total loss, near Sea Horse island, and the same day about four hours later the steamer Jessie H. Freeman was wrecked also, about the same place. The Belvidere was nearly out, but turned back to save the crews of the wrecked vessels and was caught by the ice. There is a probability of her coming out all right. The schooner Rosario is just around Point Barrow to the west and there seems small chance for her safety. The steamer Newport and Norwegian steamer Fearless are about fifty-five miles east of Point Barrow.

"The steamer Jennie is about eighty-five miles east of Point Barrow. The bark Wanderer was last seen about sixty miles west of Herschel island, and had not been heard of at Point Barrow when Mr. Tilton left, October 17, 1897.

"It seems probable that all the vessels east of Point Barrow will be crushed by the ice.

"The steamer Mary D. Hume is wintering at Herschel island, and it is probable that the crew of the Wanderer will make for her. The crews of the other vessels are all safe at Point Barrow, excepting some few who are camping on the shore near the ships looking out for them. Their supply of provisions has been taken in charge and apportioned out to last until next July. It is not large, but will be sufficient to last with the reindeer. I will drive there. All the natives have been sent to the interior to hunt, and I think can care for themselves.

"I hope to get the deer there by April, when the shortage will be greatest. The steamer Navarch, caught in the ice last summer, drifted into the east of Point Barrow in September and seven men were taken off her, two others refusing to leave. There are in all about 304 men on the ships, including those of the Navarch and those on the Wanderer, and I should say that transportation will be needed for about 250 when the ice opens."

The report shows that the members of the expedition are in good health and fairly good progress is being made in the journey north.

Note. Lieut. Bertholf was a member of the Expedition but 1st Lieut. D. H. Jarvis was in Command S. J.

LIEUTENANT BERTHOLF IN COMMAND.

THE MAN WHO WILL CONDUCT THE EXPEDITION TO RELIEVE THE IMPRISONED WHALERS.

Chicago, Nov. 19.—Lieutenant Ellsworth Price Bertholf, of the United States Revenue Cutter Service, who will command the overland expedition for the relief of the whalers imprisoned in the mountains of ice in the Arctic seas, arrived in Chicago last night. He had received the order from Washington to start for the Pacific only thirty-three hours before the 9 o'clock train on the Pennsylvania road steamed into the Union Depot with the lieutenant on board. When the order came Lieutenant Bertholf telegraphed to Lieutenant Jarvis, of New Bedford, Mass., who will be one of the relief party, to meet him in Chicago, whence they will set out for Seattle, where the revenue cutter Bear awaits orders.

For twelve years Lieutenant Bertholf has done duty along the Atlantic Coast from Maine to the Gulf. Two months ago he was summoned to shore duty at Washington. Wednesday saw him in the Life-Saving Service there. To-morrow he will start for the Pacific Coast, and on November 23 he expects to be on board the ship which will land him and his party on the coast of Alaska. Then he will begin the long and perilous journey with dogs and sledges overland to Point Barrow. Lieutenant Bertholf was in excellent spirits to-night when talking of the expedition he has been sent to command.

"I left Washington," he said, "at 7 o'clock on Wednesday night. It was exactly noon on that day when the order came for me to prepare for the journey and to set out as soon as possible. I shall hurry on to Seattle, where Captain Tuttle and the revenue cutter Bear have been ordered to make ready to take the relief party to the furthest point along the Alaskan coast she can possibly reach. Lieutenant D. H. Jarvis has also been ordered to report at Seattle. He is an experienced man, so far as Arctic explorations go. Eight times he has been sent to that region, returning on the last trip only a month. It is possible that he will go no further than Seattle, but the probabilities are that he will go on to the whalers with us. Captain Tuttle is to select from the crew on board the Bear the other men who will make up the relief party. Ten days ago he had just returned from his last trip to the whalers, but he will be able to start out again whenever we want to go. It will be impossible for him to get any further north than Unalaska, where he will be obliged to lay up for the winter.

"Then our overland journey will begin. With dogs and sledges and all the food we can carry, we shall set out for Fort Clarence. A reindeer colony at the Government station at that place is to furnish six hundred reindeer. We will herd them and drive them with us to our prospective destination. The reports we have received tell us that there were two hundred and fifty whalers and five or six vessels caught by the winter ice. If our party reaches the whalers, \$272,690; nominal assets, \$461,416; showing liabilities, \$188,726; nominal assets, \$461,416; brokers of No. 30 Broad-st., were filed yesterday, and Schedules of Seymour Brothers, bankers and

LOCAL BUSINESS COMPLICATIONS.

TESTING REINDEER

Their Service as Draft Animals in Frozen North.

INTRODUCTION IN ALASKA URGED

Dr. Sheldon Jackson's Views of Their Power of Endurance.

USE IN GOLD TERRITORY

Dr. Sheldon Jackson, the United States general agent for schools for Alaska, has just returned from a trip which he made as far north as Siberia, having in view the introduction of domestic reindeer into Alaska. Dr. Jackson left here about the middle of last May, reaching St. Lawrence bay in Siberia about the middle of summer. An agent of this government has been stationed in Siberia with the consent of the Russian government for the purpose of making purchases of reindeer. Every year additions are being made to the herds now owned by the United States, which now number about 1,500, and which are herded at different points from which they are supplied to the various government stations in Alaska. About 200 were bought especially for the expedition that was sent out last winter to relieve the shipwrecked whalers in the Arctic sea. The doctor and his assistants had the charge of procuring the large herd of reindeer that was intended for the expedition to the gold regions as a relief measure for perishing miners last winter.

Dr. Jackson is fast demonstrating the fact that the reindeer is by far the most serviceable animal in the frozen regions of that northern clime. It is to the far north what the camel is to the sandy deserts of the tropics. It is a remarkable fact that the greater the degree of cold the better the reindeer thrives. Last winter a party of them made a day's journey with the temperature at seventy-three degrees below zero. On a long journey a dog team cannot haul through an uninhabited country enough provisions to feed themselves. A deer with 200 pounds on the sled can travel up and down the mountains and over the mountains, without a road or trail, from one end of Alaska to the other, living on the moss found in the country where he travels. In four months' travel of 2,000 miles last winter the deer were turned out at night to find their own provisions, except upon a stretch of the Yukon valley, a distance of forty miles.

Important to Miners.

The great mining interests of central Alaska, it is claimed, cannot realize their fullest development until the domestic reindeer are introduced in sufficient numbers to do the work of supplying the miners with provisions and freight, and giving the miner speedy communication with the outside world. It now takes from fifty to sixty days to carry the mail between Juneau and Circle City. With the establishment of relay stations at suitable distances, the reindeer teams will carry the same mail in four or five days.

The reindeer is said to be equally important to the prospector. Prospecting at a distance from the base of supplies is now impossible. The prospector can only go as far as the 100 pounds of provisions, blankets and tools will last him and then he must return. With ten head of reindeer, packing 100 pounds each, making half a ton of supplies, he can be gone for months, penetrating regions hundreds of miles distant, his deer grazing wherever night finds him. The possibilities are so great, that in days to come, Dr. Jackson says, it will be a matter of surprise that the utilization of the deer was not vigorously pushed at the start.

The first introduction of domestic reindeer into Alaska was made in 1892 in order to provide a new food supply for the Eskimo. From that has grown the knowledge of the general utility of these animals, which are destined to become the only solution of the question of reasonable land transportation and rapid communication between mining centers hundreds of miles apart in subarctic Alaska. Laplanders have been imported for the purpose of herding and training the deer. Dr. Jackson says experience justifies the wisdom of the experiment, as they embody in their own training and skill the knowledge and methods learned by their people through centuries of experience and observation. The Lapps are admitted to possess the most improved methods in handling reindeer and they are considered invaluable.

Reindeer's Endurance.

A practical demonstration of the ability of the reindeer to traverse any part of the country under the most unfavorable circumstances, with a temperature at times lower than has been experienced by some of the arctic expeditions, was given some time ago. A party with nine sleds and seventeen head of reindeer were sent out to test the capacity of this hardy and swift animal for winter travel in Alaska. Native trails and well known sections of the country were ignored, in order to show their ability to go anywhere. The course, while traveled by compass, was a zigzag one, in order to better learn the extent and the abundance of the moss pasturage. Scaling high mountain ranges, shooting down precipitous declivities with tobogganing speed, plodding through valleys filled with deeply drifted snow, laboriously cutting a way through the man-high underbrush of the forest, or steering across the trackless tundra never before trodden by the foot of white man; gliding over the hard crusted snow, or wading through slush two feet deep on imperfectly frozen rivers unknown to geographers, were the experiences of the trip.

While crossing a barren mountain range they were overtaken by that dread specter of arctic regions, a Russian poorga or arctic blizzard. Neither man nor beast could stand against the blast. The reindeer were blown down and the loaded sleds overturned. The men, throwing themselves flat, clung to one another and to mother earth to keep from being blown away. Stones and pieces of crushed ice flew by, darkening the air. A lull coming toward evening, with great difficulty a little coffee was made, after which the storm broke with renewed fury during a night, which, to the travelers clinging to the earth with desperation, seemed endless. After the storm passed away the temperature fell to 73 degrees below zero, causing even the reindeer to break loose from their tethers and tramp ceaselessly around the tents for warmth.

A Struggle for Life.

The struggle for life was had, however, when the party reached the Yukon, and, contrary to information, found no moss for the deer. Through falling snow, some of it from two to four feet deep, the party with desperate energy pushed ahead day and night for food and life. A continuous march for four days and three nights was had, until a native hut was reached, where food was procured for the deer. Five of the deer dropped dead during this most trying part of the journey. The trip lasted a little over four months, in which time about 2,000 miles was traveled, the longest ever recorded in any land as made by reindeer.

The result of this trial trip has convinced missionaries, miners, traders and others residing in northern and central Alaska that domestic reindeer can do for them what for centuries they have been doing in Lapland. Dr. Jackson claims that the reindeer are a necessity for the development of the new mines and the supply of sufficient food for the miners. The more rapidly domestic reindeer can be introduced into that country the more rapidly new sections can be visited and developed.

The Gold Supply.

The doctor is inclined to be optimistic in regard to the gold supply of Alaska, and does not share with the views of those who say that the yield of the precious metal is falling off. He thinks that the deposits of gold extend over a very wide area, and possibly greater than is now believed. When once means of communication can be opened up with interior sections and machinery and supplies can be transported at anything like reasonable rates it will doubtless be proved that Alaska is one of the richest, if not the richest, gold producing country in the world.

Miners will not stop very long now unless they are getting from \$20 to \$30 per day from their claim, and, while the very richest of the deposits are not so plentiful, there is territory in abundance that would yield as much as \$10 per day even with the primitive methods of mining now

in use, and when these rude methods are to be supplanted by advanced machinery in use elsewhere, it is declared the yield will become very great. What is to be found in the quartz veins is as yet almost entirely unknown. That there are fine quartz strata has been fully proved, but what they will produce cannot be determined until machinery can be introduced there, which is impossible with the present means of communication.

Seattle, Sept. 14. GLORY FOR THE BEAR'S CREW. 98

While the officers of the navy who have been in Caribbean waters or have joined in the capture of the Philippines are to receive honors and promotion, the officers of the revenue cutter Bear, although engaged in civil duty, should not be overlooked. It will be remembered that last December, when the officers and crew had returned from the north and had every reason to suppose that they would winter in the temperate zone, they were suddenly dispatched on a hazardous expedition, which must inevitably detain them in one of the most wretched spots for a winter's cruise for nearly a year. Not a murmur was heard. The men could not, being human, see their vessel turned toward the frozen seas without a pang of disappointment, yet they went as readily in action as if they had been dispatched to the most pleasant of winter resorts.

Arrived in Arctic waters, the relief expedition set out upon a journey so fraught with danger that the attack on Santiago was a trifling matter compared with it. The relief crew traveled hundreds of miles over a terrible country, carrying succor to men who, it was feared, would otherwise die of starvation. So modestly has the story of that awful trip been told that few people realize what was accomplished.

The discomforts of the long trip may be imagined by the experience of the ship itself, which came so near being a wreck. The ice pack pinched that powerful frame until the iron floor of the engine room was raised six inches, and nothing but the fact that she was a wooden ship saved her from destruction.

The Bear with her officers and crew has fortunately returned in safety, bringing with her 100 of the imprisoned whalers she had rescued, and so all is well. They were at times very near death's door, and had they perished, the whole world would have rung with the startling news and the relief party would have been lionized, dead or alive.

The skill and the courage which made the expedition a success and saved the lives of the imprisoned whalers have robbed the incident of sensationalism, but it should not be permitted to rob those who are emphatically entitled to recognition and reward from getting a share of that glory which has been accorded those whose courage was manifested in another form. Peace hath its victories as well as war.

Post Not in Danger of Famine July 20
San Francisco, Cal., July 19.—News has reached here that the crews of the whaling vessels at Point Barrow, to whose relief an expedition was sent on the revenue cutter Bear, are in good condition, and at no time were they in danger of famine. Lieuts. Jarvis and Berthoff and Dr. Call, of the Bear, reached Point Barrow by dog teams, and W. T. Lopp, a school teacher at Cape Prince of Wales, drove a herd of 100 reindeer a distance of 300 miles to Point Barrow. Mr. Lopp reached Point Barrow March 30, and found that the imprisoned whalers had plenty of provisions.

Star July 21st 8th and M

THE ICE-LOCKED WHALERS.

Men Have Not Suffered Seriously From the Long Imprisonment.

SEATTLE, Wash., July 21.—A member of the Bear relief expedition writes from Point Barrow under date of March 27, confirming the news received from Captain Tuttle that the imprisoned whalers had been reached and that they were better off than had been expected. Most of the vessels can be saved, and the men have not suffered seriously, having subsisted on fish and wild reindeer.

There were 100 men quartered at Cape Smythe, seventy-six of these in the old Kelly house and the remainder divided up between Charlie Browers' and the old refuge station now run by Prof. Mellihen. They were in want of food and clothing, which were at once supplied.

Lieutenant Jarvis, who led the land expedition which arrived at Point Barrow ahead of the Bear, made nearly 2,000 miles in 102 days, and his arrival put an end to the troubles of the ice-locked men. He first boarded the Belvidere and was greeted by Captain Nillard, who at once informed him of the condition of the fleet. The arrival of tame reindeer and of the Bear party put an end to the fears of the men, and there is no danger of further distress.

WHALERS ARE ALL RIGHT.

Beaumont Smith

THE BEAR'S RELIEF EXPEDITION REACHES THEM IN SAFETY.

July 21, 1898

Reindeer Driven More Than 500

Miles—Impoverished Crews Are

Found Well Supplied With Food,

Indians Killing Plenty of Game.

Special Correspondence.

ST. MICHAEL, Alaska, July 7.—The whalers in their icy Arctic prison at Point Barrow are now entirely beyond the reach of want until they shall be rescued by the revenue cutter Bear this August. The overland relief expedition, under Lieut. Jarvis, of the Bear, reached its destination March 29, having covered 1,500 miles of the most difficult traveling between that time and the date of the start from Cape Vancouver, December 17, 1897. Missionary W. T. Lopp, of Cape Prince of Wales, who accompanied Jarvis in charge of the herd of over 400 reindeer, has returned to his mission home, and the first news of the successful ending of the much discussed undertaking was received from him by Capt. Francis Tuttle, of the Bear, when the cutter reached Cape Prince of Wales June 23.

The bear is now in the harbor at St. Michael, preparing to start in a few days for Point Barrow. Capt. Tuttle expects to reach there late in August, and will take aboard Lieut. Jarvis and Dr. Call, who have remained there with the whalers to await the cutter. Lieut. Berthoff, another member of the expedition, is now at Point Hope, and he also will be called for by the Bear. The Arctic ocean is very free from ice on the Alaskan shore, and there is no anticipation of difficulty in reaching Point Barrow by August.

On the arrival of the expedition at Point Barrow, the whalers were found to be well stocked with food. All were well and in good health and spirits, and were in no absolute need of the relief which had been brought to them at such expense of money, time and trouble. With the stores of the Liebes Company at Point Barrow and the

game killed in the mountains by the Indians, there was no time during the winter of fear of actual starvation, though at times there was great want of variety.

The herd of 400 reindeer driven in by Lopp has increased the food store, so that it will easily last until the Bear shall arrive, in August. The only need is in clothing and bedding. Credit for the feat of driving this large herd over 500 miles is assigned by government officers of the expedition to the excellent judgment shown by Missionary Lopp and the prompt and intelligent obedience with which his orders were carried out by his four native herders. Only sixty-one reindeer were lost. Of these thirty-one were afterward recovered, and most of the other thirty were used during the journey for food.

The Bear left Unalaska for Cape Prince of Wales June 14, and after Capt. Tuttle had interviewed Mr. Lopp the vessel returned as far as St. Michael.

The story of the overland trip, as gleaned by a Post-Intelligencer correspondent at St. Michael from the captain and officers of the Bear, is as follows:

Lieut. Jarvis and Dr. Call having been put ashore at Tununak, went direct to St. Michael, and thence by Unalaklik and Golovin bay to Point Rodney. Lieut. Berthoff left Tununak several days later with dog teams. On the way 100 reindeer, owned by a native called Arti Sarlook, had been picked up by Jarvis and Call. While Jarvis pushed ahead to collect the herd at Cape Prince of Wales, Dr. Call and Arti Sarlook went forward with the deer already acquired. At Cape Prince of Wales Lopp cheerfully turned over the reindeer in his charge, and these, with the animals from Arti Sarlook and other natives, made a herd of over 400. Mr. Lopp left his wife and three children to go with the expedition in charge of the deer. Jarvis and Call started ahead from Cape Prince of Wales on dog sleds February 20, keeping along the coast, and Lopp followed the next day with the deer and seven herders. Lieut. Berthoff had meanwhile pushed on from St. Michael by dog team with 1,000 pounds of provisions and succeeded in reaching Cape Blossom, in Kotzebue sound, in time to supply Jarvis and later Lopp, when they reached that point. Berthoff accompanied Lopp as far north as Point Hope, where he had been ordered by Jarvis to remain. But little difficulty was experienced by Jarvis and Call in reaching Point Barrow from Cape Blossom. The snow was very deep and soft in places, and the dog teams with Jarvis could not cover the ground much faster than the reindeer which were following with Lopp.

Eskimo dogs are not fit companions for reindeer, and every effort was made to keep the two parties separate, Jarvis and Call keeping ahead most of the way.

They reached the whaler Belvidere, which is caught in the ice at Point Franklin, on March 26. From there they traveled swiftly to Point Barrow, arriving on March 29. They were joined the next day by Lopp. The deer were left in charge of the herders about thirty miles below the point.

The enthusiasm with which the messengers of relief were greeted by the stranded sailors amply repaid them for the hardships they had endured. The gratitude of the whalers was without limit, and while not in need of the supplies brought in, they appreciated the spirit in which the almost hopeless task had been undertaken by the United States government. The responsibility attending the long drive with the reindeer herd was allowed to rest entirely upon Mr. Lopp, and to his judgment all credit is due for the success attending that part of the expedition.

About 100 miles to the eastward of Point Hope thirty-one animals stampeded in a blizzard. These were afterward recovered and are now with Lieut. Berthoff at Point Hope. The deer were stampeded many times by the dogs, and long chases were necessary for their recovery. While crossing on the ice from Cape Esenbergl to Cape Kouzenstern, the herd was overtaken by darkness, and the party camped on the ice. The herders were ready to start at 3 o'clock the next morning, but the entire herd of reindeer had disappeared. The animals had turned back and had nearly succeeded in reaching shore before they were again under control. At that time the native herders were on their feet constantly, and without food for twenty-seven hours. This is a sample of the many difficulties contended against.

The safety and comfort of the whalers at Point Barrow was due in great measure to Charles Brower, agent of the Liebes Company at that place. His experience and

knowledge of the country stood the ice-bound men in good stead. He took charge of the whalers from the time they were caught last fall until Lieut. Jarvis reached there in March. When all hope of getting through the ice had been abandoned, Agent Brower told the natives at Point Barrow, who depended on him for food, that, owing to the unexpected increase of mouths to be filled, they would have to provision themselves by hunting and fishing. The Eskimos appreciated the need of doing for themselves, and to such good purpose did they hunt that over 1,000 deer were killed near Point Barrow during the winter, to say nothing of an unusual number of seals and bears. Fortunately wild deer had been driven near the Point this year in greater numbers than ever before known. Fish also were more than usually plentiful. From the steam whaler Navarch, which was caught in the ice and abandoned early in the season, were obtained 354 sacks of flour and three stoves, a welcome addition to the supplies on board.

H. G. STEEL

RESCUED BY THE BEAR

Washington Eve Star

Captain Tuttle Reports the Success of

His Expedition.

Sept 13, 1898

NINETY-ONE WHALERS WERE SAVED

The Revenue Cutter is Expected to

Reach Seattle Today.

PERILS OF THE VOYAGE

NEAH BAY, Wash., September 13.—The revenue cutter Bear touched here on her way down the coast. She has on board Lieuts. Jarvis and Berthoff and Dr. Call, composing the relief party, and 91 members of the crews of the vessels that were wrecked, including the crew of the schooner Louise J. Kenney.

When the men came aboard the Bear after she reached Cape Smyth, there were 119 in all. Twelve of these exchanged places with a number from the Fearless, and eighteen shipped on other vessels of the whaling fleet. Two shipped on the Morning Light at Kotzebue sound; three shipped on some of the Yukon river steamers when they reached St. Michael, and others shipped on the British steamer Hala at Dutch Harbor.

Besides the loss of the Orca and Freeman last fall, the schooner Rosario was the only other vessel that was crushed in the ice. The other vessels, the Newport, Jeannette, Fearless and Belvidere, are all out and either on their way down or have continued on their whaling cruises. The Wanderer, which went into Herschel Island last fall, when she found she could not get out, is known to be safe. Captain Newth of the Jeannette, who was taken ill at Cape Smyth, came down on the Bear, having turned his vessel over to Thomas Ellis and Charles Brewer.

The Bear reports that the petty officer of the whaler Rosario committed suicide by drowning last spring, and in June Phil Mann of the Josie Freeman dropped dead of heart failure. Gray of the Jeannette died of dropsy. A Siberian and a Japanese attached to the fleet also died since the fleet was last heard from.

The Bear's Mission.

SAN FRANCISCO, Cal., September 13.—A Chronicle St. Michael special says:

The Bear left St. Michael for the north on July 5 to rescue nine miners, whose boat, a large steam launch, had been wrecked five miles south of Cape Ramaouff, while making the trip from Rampart City, on the Yukon river, to St. Michael for provisions and supplies. All the miners were saved, and the Bear proceeded on her way to Point Barrow. On the way several stops were made and bills contracted by Lieut. Jarvis of the overland relief expedition were paid in goods wanted by the natives. At Point Hope Lieut. Berthoff reported that the thirty-four reindeer which had strayed from the Lapps' herd while crossing Kotzebue sound on the ice on the way to Point

Barrow had been brought to Point Hope, and that among several had been killed for food, the bear was increased by the birth of two cubs to four. Capt. Sherman of the wrecked whaler Orca boarded the Bear at Point Day. He reported the wreck of the Rosario and the serious condition of the crew.

It being impossible for the Bear to pass the ice barrier, food was sent to the Belvidere's men by a native in skin boats in charge of Lieut. Hamlet, who successfully accomplished his mission and reached Point Barrow only eighteen hours after the Bear's arrival there. At Cape Smyth, on July 28, the crews of the wrecked steamers Josie H. Freeman and Orca and the schooner Rosario were taken on board the Bear and given the first square meal they had eaten for many a day.

The Newport, Fearless and Jeannette arrived before August 3, when the Bear became fast in the ice, where she remained for thirteen days, it being found impossible to blast her way out.

Stores were, however, transferred to the whalers on sleds. Finally, on August 17, the Bear got loose from the ice and with the rescued whalers started on her way south. A stop was made at Point Hope on the 20th, where the schooner Louise J. Kenney was found on the beach, where she had been wrecked the day before. Her officers and crew were taken on board. After making several stops, the Bear arrived at St. Michael on August 25, and left on the following day.

Report From Capt. Tuttle.

The following telegram has been received from the commander of the revenue cutter Bear:

"NEAH BAY, Wash.,
"September 12, 1898.

"Secretary of the Treasury, Washington, D. C.:

"Bear will reach Seattle 13th instant. Relief expedition and ninety-one shipwrecked men on board. Rosario was crushed by ice July 2; crew all saved. Jeannette, Fearless, Newport, Belvidere got out safely; all well."
"TUTTLE, Captain."

Capt. Tuttle, under orders from Secretary Gage, left Seattle last November to attempt to take relief to ice-imprisoned whalers on the northern coast of Alaska. He could not carry the Bear further than Unalaska, but sent an overland expedition, which reached and succored the imprisoned men. The telegram now shows that the expedition was successful.

THE POST-INTELLIGENCER.

CITY OFFICIAL PAPER.

SEATTLE, WEDNESDAY, SEPT. 14.

GLORY FOR THE BEAR'S CREW.

While the officers of the navy who have been in Caribbean waters or have joined in the capture of the Philippines are to receive honors and promotion, the officers of the revenue cutter Bear, although engaged in civil duty, should not be overlooked. It will be remembered that last December, when the officers and crew had returned from the north and had every reason to suppose that they would winter in the temperate zone, they were suddenly dispatched on a hazardous expedition, which must inevitably detain them in one of the most wretched spots for a winter's cruise for nearly a year. Not a murmur was heard. The men could not, being human, see their vessel turned toward the frozen seas without a pang of disappointment, yet they went as readily in action as if they had been dispatched to the most pleasant of winter resorts.

Arrived in Arctic waters, the relief expedition set out upon a journey so fraught with danger that the attack on Santiago was a trifling matter compared with it. The relief crew traveled hundreds of miles over a terrible country, carrying succor to men who, it was feared, would otherwise die of starva-

tion. So modestly has the story of that awful trip been told that few people realize what was accomplished.

The discomforts of the long trip may be imagined by the experience of the ship itself, which came so near being a wreck. The ice pack pinched that powerful frame until the iron floor of the engine room was raised six inches, and nothing but the fact that she was a wooden ship saved her from destruction.

The Bear with her officers and crew has fortunately returned in safety, bringing with her 100 of the imprisoned whalers she had rescued, and so all is well. They were at times very near death's door, and had they perished, the whole world would have rung with the startling news and the relief party would have been lionized, dead or alive.

The skill and the courage which made the expedition a success and saved the lives of the imprisoned whalers have robbed the incident of sensationalism, but it should not be permitted to rob those who are emphatically entitled to recognition and reward from getting a share of that glory which has been accorded those whose courage was manifested in another form. Peace hath its victories as well as war.

TELLS A THRILLING STORY.

Capt. Tuttle, of the Bear, Talks
About His Northern Trip.

Seattle Post-Intelligencer
HEIMED IN ICE TWO WEEKS.

Whalers Who Were Rescued Refused to Work on the Southern Trip Until Threatened With the Irons—The Captain and His Crew Receive the Thanks and Congratulations of Secretary Gage.

"Will the mission of the government to rescue the imprisoned whalers at Point Barrow fail?" was the question asked last November when the revenue cutter Bear was being fitted out for her long voyage to the Arctic. The question was definitely answered in Seattle yesterday when the Bear slowly steamed into port and dropped anchor in midstream, with eighty-two of the whalers aboard, who had been rescued from their perilous and frightful position. The most important news brought by the Bear was that the steam whalers Fearless and Newport and tender Jeanie were not destroyed in the ice, but are in good condition.

The cutter arrived here at 10:30 a. m. Her coming had been heralded in the Post-Intelligencer of yesterday morning, and a large crowd was on the docks to greet her. From soon after her arrival until late in the afternoon the two small boats of the cutter were kept busy landing the whalers. The captains and other officers of the wrecked steamers were put ashore first, and soon dispersed about the city, the masters going to Tacoma and thence to San Francisco by rail. The others are

stopping at various boarding houses along First avenue and the water front, most of them at the Hotel Skagit, near the coal bunkers.

Capt. Francis Tuttle, of the Bear, was among the first to land, and went directly to the Griffith house, on Second avenue and Pine street, where he joined his wife and daughter. Mrs. Tuttle has been seriously ill for over a month, but is recovering. The captain was worn out by his long vigil of the last few nights, there having been heavy fogs. He spent the afternoon sleeping. He found on reaching shore the following telegram in answer to a report he had wired to Washington from Neah bay:

"Washington, D. C., Sept. 13, 1898.

"To Capt. Francis Tuttle, R. C. S., Commanding United States Steamer Bear, Seattle, Wash.: The department extends its thanks and congratulations to you, your officers and crew for the successful issue of your own and the work of the overland expedition for the relief of the ice-bound whalers. Welcome home. Read at muster."

"L. J. GAGE, Secretary."

Thought They Were Guests.

The voyage of the vessel back to civilization was not all pleasure, there having been severe, cold winds and dense fogs, besides trouble with the rescued whalers. These men were taken aboard from various places in the Arctic, principally from Cape Smyth, eight miles this side of Point Barrow, where most of the men were stranded, and seemed to be under the impression that they were to be honored guests of the government on their way down. There were not sufficient accommodations for all of them to sleep at once, and it was found necessary to divide them into watches, some sleeping while the others were busy on deck. They were given the same work as the regular seamen of the Bear, such as cleaning decks, etc. For a few days they did the work, although there was much grumbling, but one morning the officers were told that the rescued men refused to work. "I ordered them placed in irons," said Capt. Tuttle to a Post-Intelligencer reporter last night. "I should have done the same with my own men, and did not think they should be treated any differently. The remainder of the men did not refuse to work after that." All were liberated and put ashore yesterday morning.

The Bear will remain here until a survey is held on her, as she needs some repairs, owing to the rigors of the hard voyage through the polar ice.

The cutter left here November 27, 1897, for the north, taking food and supplies enough for all the destitute whalers. A supply of coal was taken aboard at Dutch Harbor, and the vessel steamed on to St. Lawrence island, where it was intended to land the overland expedition. It was, however, too cold there, and the party put back to Cape Vancouver and landed the men and supplies, under Lieut. D. H. Jarvis. A report being received that the whalers at Point Barrow were short of food, all haste was used in getting to their relief.

Natives Loan Their Deer.

Four hundred reindeer were secured at Cape Nome and Cape Prince of Wales. These animals belonged to the missionary station under Rev. Lopp and the natives

there. These were given to the government with the express understanding that they, or an equal number of other deer, and their increase, be returned. No recompense was asked. But the natives required the personal guaranty of Lieut. Jarvis before they would let their animals go. Missionary Lopp and four or five of the natives drove them to their destination. In speaking of this matter last night Capt. Tuttle said: "That missionary and the natives deserve the warmest praise for their act in letting their deer go and driving them over that snow and ice. The missionary received \$150 a month, but he deserved \$500. He left his wife and children among those natives—there was not another white person in the settlement."

The expedition got through all right, but learned after arriving there that a herd of wild deer was seen near the Point Barrow camp two weeks previously, and the natives had killed 12,000 pounds, which gave plenty of food. The crews were found in very dirty quarters, and two or three of the men had bad cases of scurvy. Lieut. Jarvis and Dr. Call, who accompanied him, at once set to work and fixed

cleaner places for the whalers to occupy, and otherwise improved their condition.

The Bear went back to Dutch Harbor from Cape Vancouver, and spent the winter there. She sailed north again June 14, going first to St. Lawrence island, and then putting back to St. Michael for the northern mail, leaving there June 26. There was a good, clear trip up until Icy cape was reached, when the first ice was encountered. There was not, however, enough to endanger the ship. At Icy cape word was received that the provisions at Point Barrow would last only about two weeks more, or until the last of July. They remained there several days until the ice cleared away, and then proceeded on to Cape Smythe in good weather and open water all the way, arriving at the camps July 28. All the unfortunate men were taken aboard, and supplies were given to the steam whalers Fearless and Newport and tender Jeanie, which were there.

Jammed in the Ice.

The Bear was forced to wait at Cape Smythe for the arrival of the crew of the

The cutter was hemmed in there two weeks, from August 3 to 17, and then got out by blasting through two ships' lengths of surface ice. The voyage down was accomplished without incident. At Port Clarence, learning of the guaranty that Lieut. Jarvis had given the missionaries and Indians that their deer would be safely returned, Capt. Tuttle gave an order that Mr. Lopp and the natives go back after them. There had been 167 gotten back, and there were enough at Point Barrow to make the original number good.

Capt. Tuttle said last night he was well satisfied with the result of his voyage.

"We should have never gotten out of that crush at Cape Smythe," he said, "if we had not had a wooden boat. An iron cutter would have been jammed to pieces."

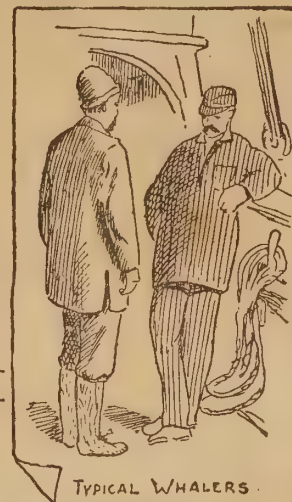
Local Manager Claiborne, of the Pacific Steam Whaling Company, yesterday telegraphed to San Francisco for instructions

as to whether anything further should be done for the wrecked whalers who were brought back on the Bear; but had received no reply up to last night.

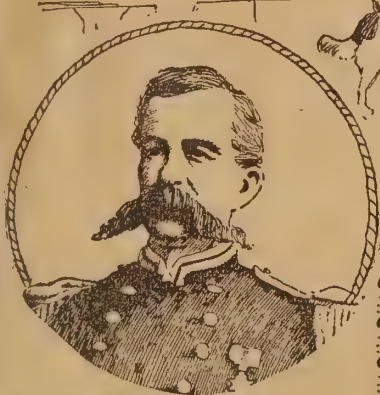
LOUISE J. KENNEY CANNOT BE SAVED.

Capt. Tuttle, of the Bear, Says She Is High and Dry on the Beach.

Capt. Tuttle, of the revenue cutter Bear, which brought back yesterday the captain and eight of the crew of the schooner Louise J. Kenney, does not believe that the craft can be saved, as she is lying broadside on the beach, well out of the water, near Point Hope. The wreck occurred August 21, there being a heavy gale of wind, breaking the anchor chains, and there was not room for her to sail out. The crew was taken aboard the Bear twenty-four hours later. The cargo of general stores was ruined.



TYPICAL WHALERS.



Capt. Francis Tuttle.

Whalers Leaving the Bear at Seattle.

Whalers Are Safe.

The much-talked-of Pacific Steam Whaling Company's steamers Fearless, Newport and Jeanie are well, and the officers of the Bear wonder how the report could have gotten out that they were destroyed. The Jeanie and Newport were at Port Clarence taking on coal August 23, when the cutter left there, and the Newport expected to leave there for San Francisco in a few days. She was in poor condition in the Arctic, and leaking badly, but was run on the beach at Point Barrow and repaired. Her crew of experienced whalers was shifted to the Thrasher, which went on whaling. The Newport will stop at salmon canneries on the way down, taking on a cargo of fish.

The Fearless was left at Sea, Horse Island, forty-five miles this side of Cape Smythe, August 18, in fine condition, and intended to soon go whaling again.

Overdue Bark Safe in Port.

ASTORIA, Or., Sept. 13.—The long overdue British bark Forthbank, now 210 days from Gerghenti, Sicily, arrived off the mouth of the Columbia river today. The

captain of the Forthbank lost his reckoning in the fog and narrowly escaped going on Clatsop beach.

HONORS FOR ARCTIC HEROES.

San Francisco Examiner
Lieutenant Jarvis and Dr.

Call Will Receive

Sept 17 Medals. 1898.

Presentation Ceremonies to
Take Place Here When
the Officers Arrive.

[Special Dispatch to "The Examiner."]

SEATTLE (Wash.), September 16.—The heroism of Lieutenant D. H. Jarvis and Dr. E. J. Call, leader and surgeon, respectively, of the Bear overland expedition, in their efforts toward rescuing the ice-imprisoned Arctic whalers, is being recognized in a fitting way.

Rosario from Point Barrow, eight miles away, and it was then that the terrible ice jam occurred. There was a high ridge of ice piled between the cutter and the shore, behind which the whaling vessels found a safe harbor; but this place of safety was locked in, and the Bear was forced to remain outside and withstand the terrible onslaught of an immense field of ice propelled by a strong westerly wind, or be crushed. The brunt of these floes and great bergs was terrific, and the staunch little cutter narrowly missed being cut to pieces. A sharp ledge struck the craft on the walls of the engine room and pushed in until the sides creaked and bent and the floor was raised fully four inches. But the pressure ceased after about two hours' duration, and with the aid of some ice chisels with which Capt. Tuttle had taken the precaution to provide himself, the protruding ice was cut off and the jam evenly distributed.

Upon their arrival here the whalers appointed a committee whose members mingled among the business men a few hours, securing \$300, according to the statement of the Chairman to Dr. Call to-night, toward the purchase of suitable medals to be given Call and Jarvis. They are already designed, and the leader will leave to-morrow for San Francisco. The presentation is to be made in San Francisco.

Lieutenants Jarvis, Bertholf and Berry received detachment orders to-day and will leave in the morning for San Francisco, whence, after completing the business affairs of the expedition, Jarvis and Bertholf will proceed to Washington and Berry to his home. Dr. Call expected to leave for home to-morrow, but his orders are to stay with the ship.

The returned whalers have circulated a report to the effect that Captain Newth of the San Francisco whaler Jeannette, who was a passenger on the Bear, got out of the country not on account of poor health, but in order to escape the wrath of the crew in consequence of his having shot Nicholas, a sailor, through the leg for having deserted the ship.

According to the story, he fired seven shots at the fugitive, who hoped to escape and go to the Klondike. One shot took effect, though not seriously injuring the man. Nicholas returned to the ship, and it is claimed that the Captain, in order to make amends for what he had done, not only permitted the man to go in search of gold, but outfitted him as well.

TRIP TO POINT BARROW

Washington Star

Lieut. Jarvis to Lecture Before the National

Nov 1898
Geographic Society.

Some Incidents in the Career of This

Intrepid Officer of the Revenue Cutter Service.

The lecture season of the National Geographic Society for 1898-99 will be inaugurated tomorrow evening at 8:30 o'clock in Columbian University Hall, corner 15th and H streets northwest, when Lieutenant D. H. Jarvis of the United States revenue cutter service will deliver an address on the subject of his recent trip to Point Barrow, Alaska.

For many years Lieutenant Jarvis has made annual trips to the arctic on the Bear, a revenue cutter sent north each season to control the illicit sale by vessels of liquors to the Indians, render help to any disabled ship, especially whalers, and to have a general eye to the public welfare. This gave him an excellent opportunity to study all questions pertaining to arctic life and travel, while his close and intimate relations with the natives made him a host of aboriginal friends in every native village from Nunivak to Herschel Island, at the mouth of the McKenzie river.

Feats of Physical Exertion.

Though of slight physique, he is wiry and active, and his nerve force has taken him through feats of physical exertion which stronger men might not have been able to accomplish. He handles men with unusual skill and possesses that quality which endears him to seamen and inspires the confidence which secures ready obedience and instant following, no matter how hazardous the enterprise. He possesses an excellent mind, and his reputation for daring acts, based on a careful scrutiny of the dangers to be encountered, is well known throughout the service. It was he who took his boat repeatedly through the boiling surf at Icy bay at the time of the landing of the Mount St. Elias party under Russell, when Lieutenant Robinson and a whale boat's crew were lost. At King's Island he succeeded in landing, by means of a hide stretched between two bldarkies, himself and tons of provisions on a surf-beaten rock, in order to save the lives of many starving natives.

His last exploit, according to Mr. Stanley Brown, who is familiar with the facts and the Alaskan country, was one which was in some respects superior to Nansen's and was a braver deed than that done by Hobson, and entitles him to higher praise than was bestowed on that courageous and daring officer.

Relief of the Whalers.

In the late summer of 1897 there occurred in the Arctic ocean a disaster to the whalers only second to one in magnitude in the history of arctic whaling. By reason of unusual climatic conditions seven vessels were caught between the shore and floe ice and resulted in putting 300 whalers on the beach without means of transportation or adequate supplies of food and clothing. Before the news could reach civilization the early arctic winter had barred the entrance to the Arctic and covered Bering sea with ice even south of St. Michaels. A consultation was called of those familiar with the region to devise ways and means of succor, and the two men most conspicuous and who formulated the only intelligent plans were Captain Hooper and Lieutenant Jarvis, both members of the National Geographic Society. The task of developing, maturing and executing these plans was left to Lieutenant Jarvis, to whom practically the entire credit is due. Saying good-bye to his wife and little ten-days-old baby he started on, and successfully completed, even to its minutest detail, one of the most laborious, dangerous and extraordinary arctic expeditions ever undertaken.

Unable to proceed farther north, the revenue cutter Bear landed Lieut. Jarvis, with his assistants, Lieut. Bertholf and Dr. Call, on Nelson Island, south of St. Michaels, and in the midst of an arctic winter, month after month, without rest, he pushed steadily on along the coast line through 1,800 miles of ice, snow and bitter cold to his destination—the shores of the Arctic, where the starving whalers awaited the supply of reindeer which en route he was to collect. Nothing but the high personal regard in which Lieut. Jarvis was held by the natives made this feature of the expedition a success, for they would accept his individual word and promise of payment when that of Uncle Sam was declined with thanks. Upon these people he had to depend for dog trains, native help and often for food and shelter. In the course of this remarkable journey, carried out on schedule time, 600 reindeer were collected and driven before them and finally delivered at the point desired. From the time of his departure from to his return to his home nearly a year had been consumed in the enterprise, three-fourths of which was spent in arctic regions.

"The dangers, hardships and vicissitudes of this expedition," says Mr. Brown, "and its completely successful termination, thanks to intelligence and bravery, entitle it to a place beside the best of the kind ever undertaken in the north. The thing itself, as well as Lieut. Jarvis' membership in the society, entitles him to receive the highest honor the society can bestow and to indicate the society's appreciation of the performance in the most public and emphatic manner possible."

RESCUED THE WHALERS

Washington Post

Nov 15, 1898
Lieut. Jarvis' Account of the Point Barrow Trip.

ADDRESSED GEOGRAPHIC SOCIETY

The Officer of the Revenue Cutter Service Who Was at the Head of the Expedition Which Relieved the Imprisoned Whalers. Last Winter Tells of the Journey—Traveled Fifteen Hundred Miles Over the Ice to Reach the Unfortunate Fleet.

Lieut. D. H. Jarvis, of the Revenue Cutter Service, who was in charge of the Point Barrow relief expedition last winter, delivered a highly interesting address upon the penetration of the frozen north before the National Geographic Society at Columbian University hall last night. The nature of the lecture and the fact that the return of the relief expedition is of very recent occurrence drew one of the largest gatherings that the university hall has ever accommodated.

Mr. Henry F. Blount, acting President of the society, presided and introduced the speaker, who was welcomed with generous applause. Lieut. Jarvis simply told the tale of his travels to the northern regions, describing lucidly the experiences of his party and the finding of the 300-odd members of the arctic whaling fleet, for

whose relief the expedition was authorized. His story was illustrated by enlarged photographic reproductions of the scenes in the arctic regions, thrown on a screen.

Lieut. Jarvis began his remarks by tracing upon a map of the arctic regions the course usually followed by whaling expeditions, and he explained that the northern ice pack occurred much earlier in the season of 1897 than was anticipated by the whalers. Five vessels succeeded in escaping the floe and made the open sea to the southward, but eight vessels of the fleet were caught in the ice, and the 300 men comprising the crews were left to the mercy of an arctic winter.

Anxiety in San Francisco.

The non-arrival of these vessels of the fleet excited serious apprehensions at San Francisco, the home port, and it was supposed that they had been caught in the unusually early ice pack in the vicinity of Point Barrow, a fact that was afterward made certain by the discoveries of the relief expedition. The vessels caught were known to be without proper supplies, and entirely unprepared for a winter in the ice, each being provided with but sufficient food to last until they reached San Francisco in the usual course of events.

The condition of the ice-imprisoned men was made the subject of a Cabinet discussion, which resulted in the authorization of a relief expedition, which was commanded by Lieut. Jarvis. The revenue cutter Bear, which has a historical record in penetrating the arctic country, arrived in San Francisco from a six months' cruise in northern waters on November 6, and was immediately prepared for the relief expedition, sailing again on November 27 of last year.

The quick dispatch of the expedition was a matter of vital importance, as on getting as far northward as possible by steamer before the winter season, depended much of the success of the expedition. The Bear was manned by a volunteer crew of forty-five men, and was equipped for a one-year cruise.

The voyage from Seattle to the Alaskan waters was uneventful, explained Lieut. Jarvis, but there the rivers and shores, as well as the mouth of the Yukon, were found to be frozen solid, and the sea filled with floating ice, driven down by the winds from the north. It was the purpose of the expedition to push as far forward as possible, and then to continue the expedition overland.

Journeyed Over the Ice.

The first available landing-place was Point Vancouver, at which place the Bear expedition ended, and the men started out over the ice for the relief of the imprisoned crew of the whaling fleet. From Cape Vancouver to Point Barrow, the point at which it was believed the fleet would be found, was a distance of 1,500 miles. It was impossible to carry sufficient food to sustain the expedition during the long trip, so it was found necessary to obtain at this point a herd of reindeer, numbering 450 head, and aggregating 45,000 pounds of meat. The reindeer were to be driven on hoof, and used partly for dragging the sledges and for food. At Cape Vancouver dogs were also secured, and the expedition moved northward.

The interior country was traversed at first, and later the party followed the coast, this route being preferred because the snow and ice was packed harder and offered better traveling. Bacon, beans, flour, and tea constituted the food of the party. Sometimes the thermometer registered from 30 to 40 degrees below zero. At night a camp was built by digging a hole in the snow, over which the tents were spread. Sometimes a block house of ice was built, within which the men cooked their food and slept.

Such a habitation was comfortable, and never, said Lieut. Jarvis, was the party prevented from going on by the cold, but occasionally the high winds made progress impossible.

Traveled in Two Divisions.

When one-half the distance had been covered at Cape Prince Edward, W. T. Locke, an American missionary, joined the expedition and took charge of one division, it being necessary much of the time to move in two bodies. In this manner barren fields of ice and rugged mountains were traversed, the expedition occasionally meeting parties of Esquimaux, upon which occasion the monotony of travel was generally broken by the dogs asserting their nature in a general mix up. So ferocious were the dogs that it was necessary to keep everything in the nature of food well without their reach.

On March 26 last, the relief expedition met with the first vessel, the Belvidere, which with two others had started to get out when caught by the ice. Both of the other vessels had been crushed, and the crews of all three were living on the Belvidere. The men were found to be warmly clad in deer skin clothes, although rations were getting short. Forty miles further north the Jennie was found in the ice. The other four vessels of the fleet were found along a line extending one hundred and fifty miles from the Belvidere.

Lieut. Jarvis took charge of the arctic colony, and required the men to conform to proper habits to insure good health in that country. Exercise was provided for each and they were required to perform certain duties, such as hunting and fishing in order to keep them in good physical condition. Periodical trips were made between the ships and on rations consisting of one pound of flour and one and one-quarter pounds of reindeer and fish meat daily, the party wintered, oftentimes speculating as to the conditions of politics and international affairs in the States, until the summer season opened and they were joined by the Bear on July 28, bringing fuel and food.

SUCCOR FOR THE WHALERS

Washington Star

Lieut. Jarvis Tells the Story of Point Barrow Relief Expedition.

Nov 5th 1898

Lecture Before National Geographic Society—Compliment to Revenue Cutter Service.

Lieut. D. H. Jarvis of the United States internal revenue cutter service entertained the members of the National Geographic Society and their friends at the Columbian University Hall last night. He delivered a lecture on the Point Barrow relief expedition, and carried his audience, which was of large proportions, along that hazardous trip by means of a stereopticon. It was a detailed account of the government expedition to succor the imprisoned whalers in Bering sea, who were caught by the ice and believed to be starving during the winter of 1897 and 1898.

In the absence of the president and vice president of the society, Mr. Henry F. Blount presided. He referred to the daring exploits of the lecturer, and praised the department which made these undertakings possible.

The Secretary of the Treasury was present, and gracefully acknowledged the compliment to the department over which he presided. He said the oft-repeated quotation, "Peace hath her victories no less renowned than war" might well be changed to read: "The victories of peace in the name of humanity and the saving of life are more renowned than those of war." The revenue cutter service, the Secretary said, was an important arm of the Treasury Department. It is composed of many ships out on the seas hunting smugglers and often saving distressed mariners. Give the name of that service a high place in your memories, he said. Referring to Lieutenant Jarvis, he characterized him as a devoted, heroic officer, and commended him to the audience.

Trip in Cutter Bear.

Lieutenant Jarvis had a rather slow delivery and spoke extemporaneously. His trip in the cutter Bear from San Francisco to Point Barrow was ably illustrated by aid of the stereopticon, and the audience was much entertained. A map of the territory was first exhibited, and the speaker explained how, in the summer of 1897, the northern ice pack thirty or forty miles from Point Barrow came down a month earlier than was expected, and how it had caught eight whaling vessels. There were thirteen vessels fishing at the time, but five escaped. When these returned to California and brought the news, the people interested grew excited, and the subject attracted such widespread attention that it formed the subject of a discussion by the cabinet. The cutter Bear had just returned; November 6, from its yearly trip in the north when it received the orders of the Secretary of the Treasury to return and rescue, if possible, the icebound whalers. This order was received November 20. On November 27 the steamer was stocked, provisioned and ready to sail. The trip from Seattle to Unalaska was uneventful, save that it was the first winter trip that had ever been attempted. When the Bear reached the straits the ice was found so

thick it was impossible to proceed. So the boat was headed for Cape Vancouver and arrived December 16. Then began the land expedition, with Point Barrow, 1,500 miles away, as the goal. It was impossible to carry enough provisions to last the trip and it was decided to live on the country. What they would kill and how they would fare was wild conjecture. The country was comparatively unknown, and the weather frightfully cold. Orders from Washington directed that the two herds of reindeer in the neighborhood be driven to Point Barrow for the whalers. There were 450 deer in the two herds, and off they started. From a Russian, Lieutenant Jarvis said, he obtained four dog teams.

But Few Villages.

The country was wild, with here and there a village. One of the disagreeable features of the trip was the cold northeast wind which blew its cutting force into the faces of the explorers. Oftentimes the trail led through the woods, but, while more agreeable, in that there was no wind, the snow was loosely packed and traveling was more difficult.

After describing in detail the character of the country through which he passed, and showing views of some of the most striking scenes, he said the little expedition was rewarded, March 26, by finding the first of the imprisoned vessels. It was the whaler Belvidere and was the nearest one of the vessels to Point Barrow. Here it was learned that the ships Auka and Jessie Freeman had been crushed by the ice, and the crews were safe on board the Belvidere. The latter was saved by steaming close in shore. Later he found the Rosario, Newport, Fearless and Jeanie. The crews were mostly ill of scurvy, and he immediately set about to put them in shape. Tasks were set for the men, to give them exercise. Insanitary conditions were changed and good, fresh meat (many of the deer were killed) soon put them in condition.

There were 100 men on the Belvidere, 25 on the Rosario, 80 on the Newport and Fearless and 20 on the Jeanie. All the crews remained by their ships save those from the wrecked Auka and Jessie Freeman. They were sent to Point Barrow. It was a sixty-mile tramp, and it was thought the men might endeavor to find the gold fields and be lost; but nothing of the sort happened, and the men all arrived at Point Barrow.

The lecturer here took up the treatment accorded these men at Point Barrow, and incidentally referred to their daily work. One little band went off into the interior and killed 35,000 pounds of meat, which was sent into camp.

Supposed to Be Lost.

Lieutenant Jarvis spoke of the finding of the bark Wanda, which was supposed to be lost. The man who brought the news which located the vessel had traveled fifty-five days and only traversed forty-five miles of country.

A picture that won applause showed the little band capturing a school of white whales. These fish, the lecturer explained, were much sought after, since their skin provided coverings for boats and the meat food for the men and dogs. Lieutenant Jarvis pleasantly referred to the Esquimaux, whom he characterized as an innocent, big-hearted people, with some bad habits, but still enough good qualities to more than counterbalance them. He described the big whale expeditions in April and June, and the victorious return of the canoes. This was the time of great rejoicing and gala times, somewhat like harvest time here.

About the middle of July he began to expect a vessel. Provisions were getting low and he was considering a cut of rations the 1st of August, when, to the great surprise and joy of all, the steamer Bear appeared July 28. The men were immediately put aboard, but the vessel did not depart until all the others were out.

In concluding his lecture, Lieutenant Jarvis once again referred to the people of Alaska. The reindeer he drove were the property of the people. True, they were the offspring of the reindeer loaned by the government, but they gladly gave them up, trusting in his word that Uncle Sam would remember their sacrifice and reimburse them.

New York Evangelist

HOW THE WHALERS WERE SAVED FROM Nov 10 A HORRIBLE DEATH. 1898

Our readers have often heard through the reports of Sheldon Jackson, or the letters of Dr. Marsh at Point Barrow, of the fearful cold that reigns in that far Northern latitude, the region of eternal ice and snow. Sometimes the Government ship, which is sent every summer to carry whatever may be needed by sailors, finds the ice pack so tremendous that it cannot force its way through. Last year half a dozen whaling ships were so caught in the ice that their crews, amounting to three hundred sailors, were in danger of perishing by starvation, and the Government sent out the "Bear" with ample supplies. When the crew went as far as the ship could take them, they took to sledges drawn by dogs, and thus travelled over fifteen hundred miles to reach the ice-bound fleet. The thrilling story was told in a lecture in Washington given by Lieutenant Jarvis, of the Revenue Cutter Service, who had charge of the expedition, and was illustrated by photographic reproductions of the scenes in the Arctic regions thrown on a screen. The following report of this most interesting lecture is taken from the Washington Post:—

Lieutenant Jarvis began by tracing upon a map of the arctic regions the course usually followed by whaling expeditions, and he explained that the northern ice pack occurred much earlier in the season of 1897 than was anticipated by the whalers. Five vessels succeeded in escaping the floe and made the open sea to the southward, but eight vessels of the fleet were caught in the ice, and the 300 men comprising the crews were left to the mercy of an arctic winter.

The non arrival of these vessels of the fleet excited serious apprehensions at San Francisco, the home port, and it was supposed that they had been caught in the unusually early ice pack in the vicinity of Point Barrow, a fact that was afterward made certain by the discoveries of the relief expedition. The vessels caught were known to be without proper supplies, and entirely unprepared for a winter in the ice, each being provided with but sufficient food to last until they reached San Francisco in the usual course of events.

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The quick dispatch of the expedition was a matter of vital importance, as on getting as far northward as possible by steamer before the winter season, depended much of the success of the expedition. The Bear was manned by a volunteer crew of forty five men, and was equipped for a one year cruise.

The voyage from Seattle to the Alaskan waters was uneventful, explained Lieutenant Jarvis, but there the rivers and shores, as well as the mouth of the Yukon, were found to be frozen solid, and the sea filled with floating ice, driven down by the winds from the North. It was the purpose of the expedition to push as far forward as possible, and then to continue the expedition overland.

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The interior country was traversed at first, and later the party followed the coast, this route being preferred because the snow and ice was packed harder and offered better traveling. Bacon, beans, flour, and tea constituted the food of the party. Sometimes the thermometer registered from 30 to 40 degrees below zero. At night a camp was built by digging a hole in the snow, over which the tents were spread. Sometimes a block house of ice was built, within which the men cooked their food and slept.

Such a habitation was comfortable, and never, said Lieutenant Jarvis, was the party prevented from going on by the cold, but occasionally the high winds made progress impossible.

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A DARING FEAT.

Mate Tilton's Great Trip Through Four Thousand Miles of Storm.

Fears that Fifth Mate Walker of the Orca and Guides Have Perished in a Blizzard.

One of the most marvelous trips ever made by any man in any age was that just completed by Third Mate Tilton of the steam whaler Belvedere, who arrived in San Francisco yesterday morning, after a perilous march of nearly 4000 miles through the forbidding wilds of the Arctic. His first account of the horrors of life at Point Barrow appeared exclusively as a special dispatch from Portland in The Call of Saturday.

The journey just completed by the intrepid explorer, who was dispatched by the men and officers of the Arctic-bound whalers at Point Barrow, stands alone in history. No other traveler has ever made such a tour, practically alone, through the boreal regions where starvation exists and Arctic storms rage with unabated fury.

The traveler brings the important news that Fifth Mate Walker of the steam whaler Orca started for civilization the same day that the Tilton expedition put forth for St. Michael. The fact that Walker has not been heard from anywhere along the line leads to the fear that he has perished in some of the fierce storms that characterize the entire region he sought to traverse.

According to calculations that were made by those familiar with the country Walker ought to have reached his destination at least three weeks sooner than Tilton got to Portland. As there are a great many chances of disaster, some of which the Tilton party narrowly missed, it is the fear of Mate Tilton that his comrade will never be heard of again.

The simplest account of the trip by sledges and dogs through snow and ice reads like the pages of romance. Every foot of the lonely march was beset with almost insurmountable obstacles, but it was made in a little more than five months, and the man who made it stood in The Call office yesterday and told of the trip. He is as fine a specimen of rugged manhood as one will find in a year's voyage, a native of Marthas Vineyard, Massachusetts.

Mate Tilton and two Indian guides arrived from Portland on the State of California yesterday morning, having been accompanied a long part of the way by F. Koltchoff, the Government guide, a trained explorer, who rendered valuable services to the man dispatched to civilization by the starving whalers.

"No other man ever made the trip by land in the dead of winter," said the mate yesterday, "and there is not

money enough in the world to induce me to try the awful journey again. The memory of it is enough for a life time."

To properly understand the horrors and privations of the trip it is but necessary to recall the fact that the traveler and his Indian guides often forced their way through a country never before visited by white men, meeting tribes that fled when they saw the strange caravan approach and try in vain to converse with Indians whose language was new and unknown to the guides from the desolate regions further north; to remember that dark canyons had to be crossed, mountains climbed, rivers forded and rapids shot without a thought of fear; and that there were times when the pilgrims had to hide behind mountains for days to avoid death in the roaring blizzards that filled the air with fine snow, driven by polar hurricanes that almost blew men from their feet; that the trip was often made by such zig-zag marches that a day's travel brought the couriers but four or five miles toward their destination, and that over it all hovered the dread danger of starvation and a loss of all bearings in a region as wild as was ever made by forbidding landscapes, frigid days and nights of wildest storm.

It is a story of bravery, diplomacy, good generalship, skillful husbanding of scanty resources—and good luck. Sometimes starvation was so close that Tilton had to kill some of his faithful dogs and use them as food for the others. Sometimes his matches were so wet and worthless that he had to use flint stones to light bunches of coal-oil saturated "waste" that he carried in lieu of lucifers. Often there was no snow with which to build a humble roof-tree, and amid such misfortune it was a struggle to sleep in such a way as to avoid freezing to death. Over it all hovered the cold stars and the wonderful Aurora Borealis, nightly visitors in the dread waste of Arctic silence and desolation.

On the way down the party encountered a band of natives that nursed a bitter feeling against all whites, a tribe in whose bosom slumbered the fires of a fierce vendetta against Anglo-Saxons, because some of their ancestors had been killed by whalers nearly twenty years ago. As the little band of messengers passed this habitation they learned the particulars of the murder of a white prospector who was shot by a native to avenge the killing of his father.

At another point along the march two members of a band of Indian "moon-shiners" who conducted illicit stilleries in the frozen north, waylaid and murdered a native who was trying to make a record as a revenue agent, by carrying out the instructions of the commander of a revenue cutter. Such things as these were incidents of a marvelous trip, every part of which was not only beset with strange diffi-

culties that were overcome, but which was rich in events of human interest. In some of the wild regions which the travelers crossed they found evidences of great mineral wealth, the quartz being rich and plentiful. One night while digging down into the snow along the banks of the Yukon, Mate Tilton found plenty of rich coal, some of which he dug up and used for fuel. He took observations and noted the location of this and other interesting points on the march for future reference, for he believes there is a vast coal field along the Yukon.

The story of this wonderful trip is best told by the man who made it. By frequent reference to his notebook the traveler yesterday detailed the more important points of the narrative as follows:

"You should understand that I started from Point Barrow on the 21st of October, having been selected at a meeting of officers of the ice-bound whalers on the 13th. They had called for volunteers to carry the news to civilization, and I was one of the volunteers and was chosen to make the southern trip. Fifth Mate Charles H. Walker of the steam whaler Orca was to go home by way of the Mackenzie River and I started by way of St. Michael. According to the estimates made by those familiar with the situation it was thought that Walker ought to get to New Bedford three weeks before I could make it to Portland, but he has not yet been heard from and I begin to fear he may have perished during the journey.

"Walker intended to go from Point Barrow to Herschel Island, then to the Mackenzie River, then up the river to Fort McPherson, and from there over the old trail.

"Walker intended to stop at the Wanderer, fast in the ice off Baxter Island. After consulting the officers of the Wanderer he intended to go to Herschel Island, where other vessels of the fleet lie. From here he intended to go

up the Mackenzie River one hundred miles, when his route would turn to the westward, reaching Fort McPherson, on the Red River. Here he would probably gain the first intelligence of the gold strike on the Klondike. Some twenty-five miles to the westward he would reach La Pierre's house. At this point his routes were open to him, one leading down the Porcupine River to Fort Yukon, thence along the Yukon River to Circle City and Dawson. The other route would lead him in almost a direct line toward the coast, crossing the Yukon at Fort Cudahy, striking the headwaters of the Coffee River and bringing him to Orca, a trading post and canning establishment controlled by the Arctic Oil Company. By a reference to the map accompanying this article the two routes will plainly appear.

"I started with two Indian guides, but they were so badly frozen that they could not make the entire trip. I had to drop them at Point Hope and get others, two of whom, Tickey and his wife Kauyoana, are with me here. I have traveled as long as twenty-seven days at a time with no other company than these Indians, and I did not know their language when we started, so I had to draw pictures in the snow to let them know what I meant. I have learned their language pretty well now, however, and I am explaining to them the wonders of cities, elevators in tall buildings, and trains of cars, which they think are houses moving by the aid of strange ghosts.

One of the strange features of the journey concerns Mrs. Tickey, the loss of whose pipe led to the meeting with Lieutenant Jarvis. On January 3 the mate and his guides started early and had traveled nearly five miles when they missed Mrs. Tickey. She had lost her pipe and gone back after it. Soon after this it was noticed that two men were running toward the party, waving their hats and throwing their hands up as if to ask for an interview. They were Lieutenant Jarvis and Dr. Call, who would have been missed but for the fact that Mrs. Tickey loved her pipe so well that she forsook the party to reclaim it.

Those who saw Mrs. Tickey yesterday as she wandered through the parks of the city, or hurried along the streets

gazing with open-mouthed wonder upon city scenes, could not overlook the fact that she carried her pipe in a buckskin sack.

"Well, I should state that there was a great deal of dissatisfaction among the men when we left Point Barrow. If Lieutenant Jarvis gets through all right he will be welcomed to take charge, as things need direction. When I left they were hauling fuel 20 miles with a sled, and provisions were so short that there was already some wrangling over their distribution."

When Mate Tilton met Lieutenant Jarvis the latter had 2000 miles ahead of him before he could reach Point Barrow. It was his intention to go to Port Clarence, which is a reindeer station, and try to drive 300 reindeer to the men threatened with starvation unless relief comes by July. Lieutenant Berthof has taken a band of Laplanders and natives to help him drive the reindeer to Point Barrow.

have killed the murderers, but it was not within my jurisdiction, and it would have been bad policy anyhow, for the natives would probably have taken revenge by murdering some white men. "The man they murdered was carry-

ing out some of Captain Tuttle's orders about breaking up illicit distilleries, and this was resented by the distillers and their friends. The murderers lay in wait for their victim until he and his wife returned on a dog sled with a load of wood.

"Another murder, which was without any direct provocation, took place on one of the rivers running into Kotzebue Sound a short time before we were there. A white man named Boyad, who had been fitted out by Captain Nelson of the Liebes whaling station at Point Hope, was murdered by a malicious native whose father was killed in 1880. Boyad was on his way up the river where he intended to prospect for gold.



MR. TICKEY and His Good Wife, Kauyoana, Who Accompanied Courier Tilton From the Regions of Polar Snow.

Consulting his notebook again and again the man who achieved the wonderful feat of making a voyage that most men pronounced impossible, said:

"Do not ask me for dates, for I was too busy trying to keep alive and make the journey to try to keep run of the days. I tried it once and found that I had lost two or three days, so I gave it up. But I will stick to it that we left Point Barrow on the 21st of October; and that we have figured out that we made an average of about twenty miles a day. It is hard to say how many hours we traveled daily, for sometimes we had to lay up all day and take advantage of the good weather of the night, and at other times we could run for eight or ten hours. Sometimes the storm raged so at our backs that we had to rope ourselves together to keep from being lost and separated from one another. Blizzards raged at our backs that we could never have faced.

"The first thing of note that occurred after we left Point Barrow was at Point Hope station, where there was some serious trouble among the natives, which resulted in the murder of one of them who was acting as a revenue agent for the United States.

"I was within fifty feet of the murderer. The dead man's name was Washock, and he was formerly an interpreter on the Bear. As I passed a point within fifty feet of the assassination I saw two natives firing as fast as they could at Washock, who fell at once. After he fell one of his murderers ran up to him and shot him in the head, although he was already dead. I had my rifle loaded and could

On his way up there he stopped at a native village and hired two natives as guides. One of them was from Cape Prince of Wales, and it seems that his father had been killed in the Captain Gilly massacre 17 years ago, during the progress of a riot in which the natives were trying to capture a whaling brig. The young man's father was one of fourteen who were shot and thrown overboard during the fight. Though the murderer of Boyad was a babe when his father was killed he has been threatening ever since he grew up that he would kill a white man to avenge his father's death.

"A few weeks before the murder of Boyad the murderer tried hard to get a shot at a white man on a schooner. Failing in this he hired out to Boyad. The story of the murder was told by the other native, who accompanied murderer and murdered on the voyage. From his narrative it appears that Boyad saw the murderer loading his rifle and asked him what he was doing it for.

"To shoot a seal," was the reply. "There is no seal here," said the tourist.

"Yes, there is one," said the native. "So Boyad turned his head to look in the direction indicated, whereupon the native shot him, and threatened to shoot his companion unless the latter promised not to tell how the killing occurred.

"The murderer made his way to Cape Blossom, where a mission was started last year, told the missionary that he had not been paid for his services because Boyad accidentally shot himself, and

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was therefore paid by the missionary for his services. Later the other native told the truth. I used some of Boyad's provisions on my way down and carried a sack of flour stained by his blood. If I could have found the native who committed the murder I would have shot him. This is the way they administer law up there. Soon after this I found some natives who lived at Cape Prince of Wales. They were going to kill the murderer, but I warned them not to do so, but to turn him over to the Bear and let the law have its course. There are many more natives there who have the same sort of grievance, and the case ought to be made an example to deter others from similar crimes against white men. I find that the bitterest natives are said to be those who have grown to manhood since their pirate fathers were shot.

"After leaving this part of the desolate region which we traversed we found nothing very startling until we got to within fifteen miles of St. Michael, where we found the steamer Alice lying in the ice. After leaving the Alice we went up the Yukon River. This was a very bad trip, the cold being about forty degrees below zero most of the time.

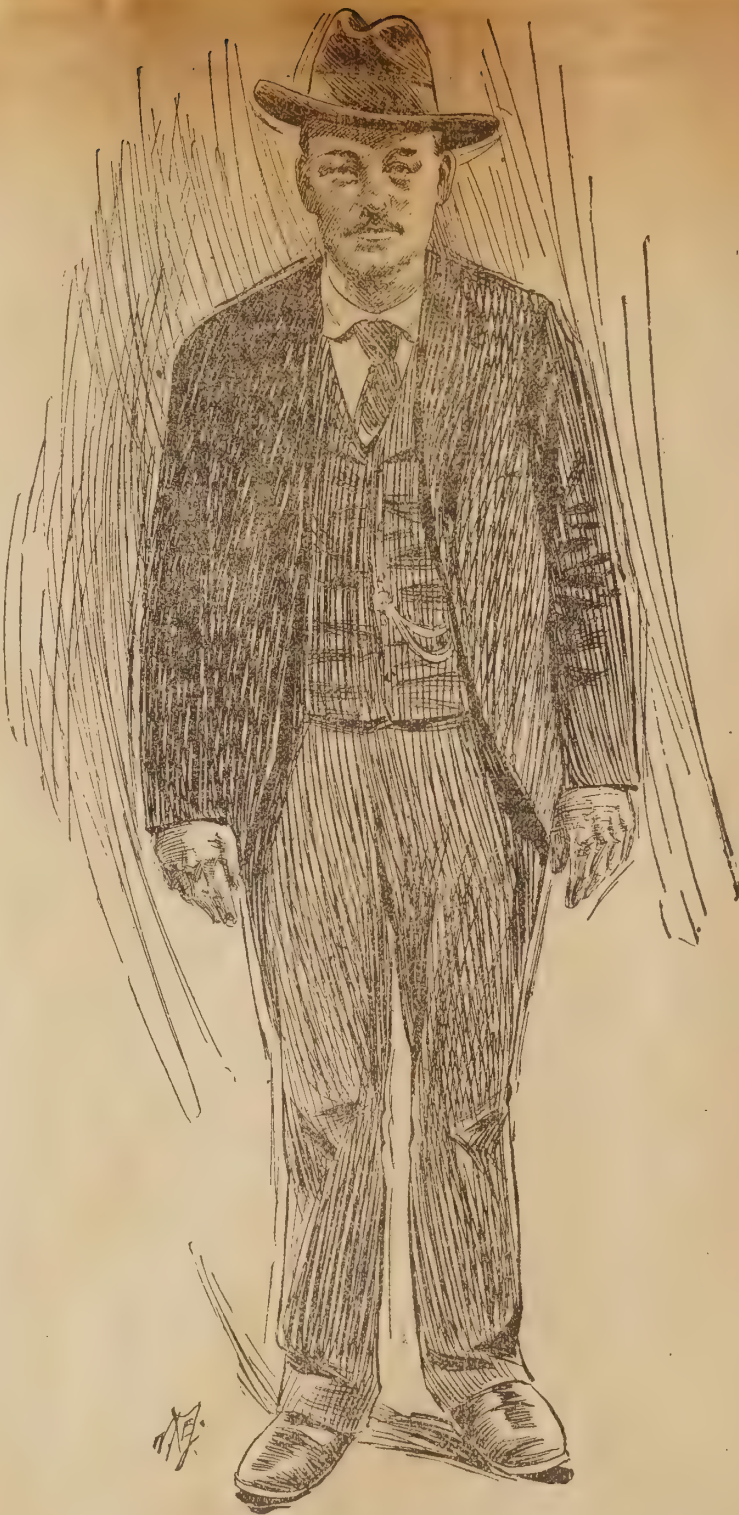
"One night we camped out under a drilling tent, as there was no snow. On January 25 we came upon the steamer Mare Island, and a ball was given in my honor. There were only two or three ladies aboard, but some of the men tied handkerchiefs around their arms to designate that they were playing female parts, and we danced until nearly morning. By the way, there was nothing to drink, and nothing is needed, for there is nothing that will finish a man quicker in that cold region than drink. A drinking man in an Arctic climate has no chance. The best drink is tea or a few drops of tabasco sauce in a glass of water. It is wonderful how warm that stuff will keep one. Coffee is good, but tea is better.

"Well, as we went on our mail pouch began to grow heavier, so that when I arrived in Portland I had a hundred pounds. I started with about twenty pounds from Point Barrow, but picked up letters here and there through all the Alaska country.

"At various points on the march I had to rob the native caches of their food, but I always left some ammunition to pay for the grub I took, which is a custom of the country. Well, after we left the Mare Island we began the perilous trip southward. We had a hard trip of 320 miles to the town of Androska. We had orders on the Alaska Commercial Company's stores there to refit us for the trip. They furnished us fresh dogs and portage to the Kuskucum River, 180 miles away. We had an awful journey over the mountains. The snow and ice cut the dogs' feet terribly so that they froze, and many of them had to be shot and fed to the others.

"At Kuskucum we found a merchant named Lind, on whom we had orders from the Alaska Commercial Company. He did not belong to the company, as we soon found, for he wanted the extortionate sum of \$1000 for a dog team, seeing that mine were nearly gone. I could not give such a sum, so I reported to Rev. Kilbuck at the mission. He was a fine man in every way. He gave me thirteen dogs and fitted me out so I could get to the next mission, and was kind enough to travel 350 miles with me on the way. At this mission we found ourselves just in time to attend the wedding of Rev. Mr. Rock and Miss King, the school teacher. This was called the fission of Nushigac.

"When we got to the Taoack River our Government guide, F. Koltchoff, knew the country, so we started for Nushigac and arrived there about the 22d of February. We went to Rev. Schoeckart's mission, where he fitted us out with new dogs, after which he accompanied me as far as Katmy, 400 miles away. On this march the weather was very bad and the labor of getting through with our provisions and a hundred pounds of mail was very difficult. For three days we had to take refuge behind the mountains to avoid a blizzard, and when we came out it was snowing severely, but we had to press on, because food was being consumed pretty fast. We remained in Katmy four days on account of the storm, loading up pretty well with provisions from the Alaska Commercial Company's stores.



**THIRD MATE GEORGE F. TILTON of the Steam Whaler
Beivedere, Who Marched Four Thousand Miles Through
Arctic Storms.**

"Then I think I did the most dangerous thing that ever a man undertook in a sane moment. I took an old scow shaped Alaskan dory, renailed it, and shot across the Shelikof Straits, a dangerous place where many boats have been dashed to pieces by the fury of the waves and the treacherous character of the surroundings. It was the most startling trip I ever took or ever want to take. A thick fog came up before we got across, and I had to steer by studying the movement of the water. We got across and camped by 9 o'clock that night, well satisfied that we had performed wonders.

"We were well on the way toward the end of our journey now, and were glad to see a prospect of rest. For months we had been going up canyons, away around inlets and doubling back and around to avoid mountains, and it seemed glorious to be in sight of the goal. The next day we continued down to Kadiac, and the second day arrived at St. Paul, on Kadiac Island. There the Alaska Commercial Company chartered a schooner for \$1200 to take us to

the island of Orca, but we came upon the steamer Albion to which we were transferred, and by which we were brought to Portland. It was a great rest to get away from the terrors we had been fighting so long. Night after night we had been sleeping in snow houses which got so warm and suffocating sometimes that we had to dig through them to keep from smothering, and now we are at leisure, so that all our faces got well. When we arrived at St. Michael we were bleeding from the cold as much as if we had been cut in the face with knives. At Portland we were treated elegantly by the Alaska-Yukon Transportation Company, which saw to our passage. Lewis, Anderson & Co., however, showed us no mercy whatever. They would not recognize a telegram from their own house in San Francisco, asking them to treat us right."

One of the most interesting souvenirs of the entire trip is the bunch of letters from various vessels which Mate Tilton and guides met on the Yukon. Each boat gave him a few sheets of paper

containing a record of the passengers aboard, together with data concerning the whereabouts of the craft.

The following is a copy of the records he brought with him, showing many names of persons well known in San Francisco and throughout the country:

NONAVAK OR KENNEDY RIVER, January 25, 1898.

This river flows into the Yukon River fifty miles up from the mouth.

The following is a list of the passengers and crews of the Elizabeth Anderson, hulk Polittkowsky, steamer W. R. Merwin and schooner W. J. Bryan, bound to the gold fields of Alaska:

G. Mulligan, Joe Baker, O. Fingley, Fred Oberg, Peter Pederson, Astoria, Or.; Mrs. E. Carr, Mrs. J. Higgins, A. A. Carr, Seattle, Wash.; Judge Hiram Robbins, Little Rock, Ark.; Dr. W. C. Bowers, Louisville, Ky.; William Moody, William Beerwart, Evansville, Ind.; John Howell, M. L. Weiss, Joe Kestle, H. B. Porter, Denver, Colo.; Scott Hannan, Charles Range, Con Seems, Murray, Idaho; J. L. George, Louisville, Ky.; J. W. Snyder, Lake Tapps, Wash.; George Mills, South Prairie, Wash.; J. W. Stewart, A. F. Rowell, Marysville, Wash.; Allen Tucker, Archie Heath, William H. Esworthy, Port Blakeley, Wash.; Fred N. Havener, Waltham, Mass.; Thomas Edwards, Schamokin, Pa.; J. E. Service, Lebanon, Ind.; George H. Denvin, Lewister, Mass.; E. H. Hunt, Asheville, N. C.;

Victor, Colo.; John McGilvray, Denver, Colo.; George Haggin, New York; C. Carson, A. R. Benson, Baltimore, Md.; Marshall, Canada; Thomas Kennedy, Seattle; Arthur Jordan, San Francisco, Cal.; Paul Stein, Chicago, Ill.; Pat McCarty, Seattle, Wash.; Captain George Paul, Port Blakeley, Wash.

Crew of the steamer W. K. Merwin—D. K. Howard, manager; Thomas Lyle, captain; Arthur Leighton, first officer;

William Boyden, chief engineer; James R. McGovern, second engineer; Clarence Breeding, fireman; William Ringling, A. Anderson, William Hinkley, William Roberts, A. F. Bowen, Marshall Armstrong, sailors; Charles Slaughter, steward; Harry Devine, cook; Thomas Shanley, baker; C. A. Sherbourne, James Hogan, Tiesco Wiedemann, pantry boys; Paul Roder, cook; John Trigg, porter; Denny Howard, fireman; Mike McGuire, waiter; Nicol Browne, cook; Frank Patterson, waiter; Captain James Newgent, passenger, Seattle.

Officers of the river steamer Alice Kennedy, Alaska—James D. Kennedy, captain; Robert Peterson, mate; Rudolph Hansson, chief engineer; Michael Dowd, purser; Edwin Dolliver, steward.

Passenger on the Mervin—Judge Hiram Roberts of Arkansas is one of the passengers of the ill-fated and abandoned Eliza Anderson, who endeavored to reach the Golconda of Alaska. He sends his regards to Senator J. K. Jones and Congressman W. L. Lowry and his particular

civilized world of the suffering and disaster that have befallen our countrymen in the icy regions of the Arctic Ocean.

This journey is the first of its kind that has been so successfully ended, starting from Point Barrow and ending at Kadiak. We are all aware of the fact that heroes have before now presented deeds of bravery, but we firmly believe this instance, where one man undertakes such a long journey accompanied only by two Indians, a man and wife, pales, we think, into insignificance any feats of this kind before undertaken, and the people of our country should, and we hope they will, treat this hero of the frozen north, who undertakes such a perilous journey in the interests of humanity, with that liberality which our citizens are noted for the world over.

(Signed) MRS. S. C. KIRK, Lady Pres.
ROBERT W. ANDERSON,
S. C. KIRK,
R. PETERSEN,
M. W. MOODY,
THOMAS LYLE.

Found Dead in Bed.

E. S. Jacoby, a glove manufacturer at 308 Market street, was found dead in his bed at 2734 Pine street, where he roomed with J. A. Salts.

The deceased was well known among the business people of the city. He was aged 28 years and unmarried. Apoplexy is supposed to have caused his death. His father resides at Mill Valley.



THIRD MATE GEORGE F. TILTON of the Steam Whaler Belvedere, When He Arrived at St. Michael With His Native Guides.

Thomas Busman, New York City; J. S. Patee, St. Joe, Mo.; Thomas Deverant, Los Angeles, Cal.; William Bartell, New York City; E. Henyan, Holstein, Iowa; W. E. Williams, Renton, Wash.; William Francis, Coronado, Wash.; Captain Robert Thomas, Black Diamond, Wash.; J. E. McIrwin, Shoshone, Idaho; J. A. Dwyer, San Francisco, Cal.; W. H. Weldon, Eddy, N. M.; C. H. Schneider, Celino, O.; Robert O'Shea, New York City; Pat Kearns, Harry Lewis, Chris Keenan, Butte, Mont.; W. H. Borchard, William Schiebert, Buffalo, N. Y.; James Buchanan, Asheville, N. C.; Henry Schumber, T. H. Simmons, Thomas Mulany, Isaquah, Wash.; William Clifton, Helena, Mont.; David La Blau, Montreal, Canada; William Tedford, Seattle, Wash.; J. C. Brown, Louisville, Ky.; William Carrington, Circle City; P. Connelly, La Crosse, Wis.; W. C. Cromwell, Jackson, Mich.; R. Hansen, Seattle, Wash.; William Jackson, Butte, Mont.; W. B. Johnston, New York City; P. F. Kenney, Astoria, Or.; Sam Kirk and wife, Seattle, Wash.; John Lawrence, Port Blakeley, Wash.; John Long, Butte, Mont.; Alex McDonald, Jackson, Mich.; V. F. Maidhoff, New York City; Peter Maurin, Butte, Mont.; J. W. Moore, Seattle, Wash.; J. E. Phillips, New York; C. W. Taylor, Port Blakeley, Wash.; E. M. Van Note, New York; E. Eager and wife,

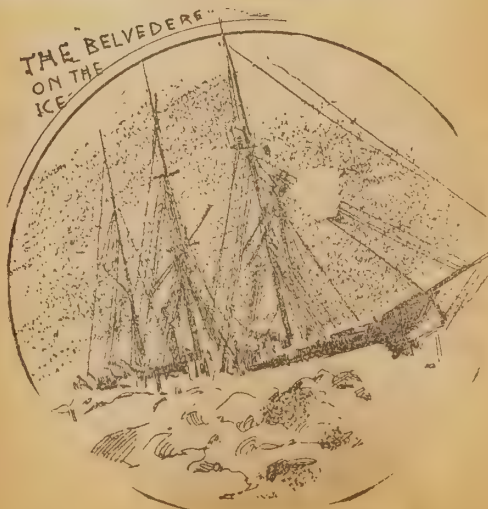
friend, Daniel W. Jones, Governor of the State of Arkansas.

Crew and passengers of the steamer Thomas Dwyer, Yukon River, January 25, 1898—Robert N. Anderson, master; John Gaven, mate; Jerome C. Woolf, purser; George Way, chief engineer. Passengers—William Pike, Arizona; L. Loewenhertz, S. Kramer, San Francisco; D. L. Filer, E. L. Allen, San Jose; William B. Robertson, San Francisco; Charles Johnson, Tucson; J. F. Murphy, San Francisco; H. D. Bailey, Camanche, Cal.; Max Limel, Robertson Chamberlain, Washington; P. W. Judkins, Maine; F. A. Wert, Pacific Grove, Cal.; W. H. Davis, San Jose; W. B. Kirk, H. Woebber, San Francisco; T. V. Marling, Arizona.

Winter Headquarters, Kennedys River, Alaska—At a special meeting of the Bohemian Club held at the "Roost" on January 24, 1898, it was resolved:

That we, the members of the club, extend to Mr. Tilton, who is our guest, and we request him to kindly embody in his private log the sentiments as expressed below.

We view with pleasure and admire the pluck and determination that Mr. Tilton has shown in undertaking such a journey as the one he is now engaged in, namely, a mission of mercy, hoping by its accomplishment to be able to fully enlighten the



ICE-BOUND WHALERS.

Rescue Expedition of the Cutter Bear.

Long Midwinter Journey of Relief Party.

Sledding Over Alaskan Ice and Snow.

The Mission Successfully Carried Out.

Account of One of the Officers of the Bear.

AT NOON, Friday, Sept. 30, the United States revenue steamer Bear arrived in Seattle harbor, having on board 91 shipwrecked whalers, the greater part of the crews of the Orca, Rosario and Freeman, which vessels have left their bones in the Arctic seas. The other part of the crews shipped on board other vessels of the whaling fleet after the Bear reached Point Barrow in the spring. Thus is brought to a successful finish the expedition for the relief of the imprisoned whalers, on which mission the Bear left Seattle, Nov. 27, last, and adds one more successful Arctic expedition to the credit of the revenue cutter service.

Late in October last was published a statement by Capt. Tilton of the steam whaler Alexander, that reached port on the 3d, to the effect that eight vessels of the whaling fleet were ice-bound at or near Point Barrow, and that their crews would probably starve before the spring owing to the scanty store of provisions on most of the ships. Nov. 5 the Jeannette, Karluk, Gayhead and Alice Knowles arrived and confirmed Tilton's report.

This serious state of affairs being made known at Washington, it was decided at a cabinet meeting held on the 8th, to attempt a rescue, and on the 10th the Bear was chosen for the trip. It being an expedition fraught with many unusual hardships and dangers, the department decided to call for volunteers. Of course every officer jumped at the chance, and applications to go poured in, and the department finally selected the following officers: Capt. F. Tuttle, who was at the time in command of the Bear; First Lieut. D. H. Jarvis, First Lieut. J. H. Brown, Second Lieuts. E. P. Bertholf, C. S. Cochran, J. G. Berry, B. H. Camden and H. G. Hamlet, Chief Engineer H. W. Spear, First Assistant Engineer H. N. Wood, Second Assistant Engineers H. K. Spencer and J. I. Bryan, and Surgeons S. J. Call and E. H. Woodruff.

The Bear had just returned from her usual summer trip to the Arctic, and repairs were needed, but they were pushed

forward with all possible haste and all preparations made, so that the 25th of November she left Seattle bound on her errand of mercy. She was to make her way north as far as the ice would permit, and then land the overland party, who were to travel by means of dog sleds to Cape Prince of Wales, get the deer herd at that place and drive it to Point Barrow, this being the only means of getting food to the imprisoned whalers before the ships could reach them in the spring, for it was an impossibility to sled provisions enough for 200 or 300 men a thousand miles.

The officers designated for the overland trip were Lieuts. Jarvis and Bertholf and Dr. Call. Lieut. Jarvis, who commanded the party, had seen eight seasons in the Arctic ocean, and was thoroughly familiar with the coast and country, knew the natives well and was eminently fitted to carry the plans to a successful finish. Besides the rations for the ship's company, the Bear took on board 12,000 extra rations with which to feed the shipwrecked men when she reached Point Barrow.

they took our provisions and outfits and transported everything to the village, while we, with the trader, Alexis Calony, footed it, arriving at his house at about half-past 3 P. M. After a further consultation with Alexis, Lieut. Jarvis decided not to start until the 18th, as one of the teams we were to use had but just returned from an eight-days' trip, and needed rest. So we utilized the remainder of that day and the next completing our preparations and packing the dog sleds.

Early Saturday morning, the 18th, we started with four teams and Alexis for a guide. After toiling our way over what seemed an impassable mountain the first day and a road nearly as tough the next, taking a direction about north-east, we reached a village called by the natives Kiyilgamute, on the evening of the 20th. Here Alexis said some of his dogs were too young and too weak to stand the travel any further, and as all the dogs in the village were away at the time, Jarvis decided to go on ahead with two teams and Dr. Call and leave Koltehoff, Alexis and myself behind to wait for the fresh dogs. By this

arrangement he would lose no time, and would have all necessary arrangements made at St. Michael by the time we arrived at that place.

Our route lay in a general north-easterly direction for the next two days, then about north, which brought us to the Yukon. Then we travelled down the river to the sea and proceeded along the coast to St. Michael.

Jarvis reached Andreafsky on the Yukon on the 24th and after making a tour of the hearts of the miners with the left he had brought from home, drove down the river and reached St. Michael the 30th. Meanwhile the fresh dogs were waiting for arrived the evening of the 21st, so that Koltehoff, Alexis and myself were able to follow the trail and reached St. Michael the 1st of January about noon, and found that he had left there only two hours before.

I soon learned from the letter of instructions that he had gone along the coast up around Norton sound and at the Cape Prince of Wales peninsula so as to get the deer herd started as soon as possible, and that I was to follow as soon as I could procure necessary dogs, and to go to the point of Norton sound and pack provisions across what is known as the divide as to meet the deer herd when it arrived at Kotzebue sound and thus replenish the larder of the deer herders.

As Jarvis intended to travel by sled as soon as he reached the herd, waited at St. Michael for a few days until his teams could get back, as they were very scarce, the rush to the Kiyilgamute having pretty well cleaned the country of them. After waiting a few days, and seeing no signs of the dog



LIEUT.
E. P. BERTHOLF

After rather a rough passage the Bear reached Unalaska Dec. 9, and sending ashore the stores which would not be needed until spring, and gathering up all the dogs in the village, left the 11th, and started on the real work of the trip. The weather holding good, we made fair time, so that on the morning of the 13th we passed St. Lawrence island, having seen little or no ice, and then we began to hope we could get as far north as Cape Prince of Wales.

In the afternoon, however, we began to strike the mushy water, that is, water on the point of freezing, and considerable drift ice began to make its appearance, so that at about 5 P. M. the 13th it was decided it would be impossible for us to get much further, and we turned and stood for Nunivak island. At this time we were within about 75 miles of Sledge island, and it seemed too bad we could not get ashore there, as Nunivak represented about 800 miles more of sled travel. However, there was no help for it, and we headed south, reaching Cape Vancouver the afternoon of the 16th.

There is a native village at this place, and upon going ashore Jarvis found a native trader who could furnish us with dogs and sleds and get us to St. Michael in about 10 days. This was good news, and our supplies were landed at once, our good-bys were said, and soon Lieut. Jarvis, Dr. Call and myself stood on the beach, at last started on our long journey over the snow and ice. There was another man with us, F. Koltehoff, who was to be employed with the government herd of reindeer at Unalakleet, and was to be taken along with us that far.

We had landed about four miles from the village of Tununak, but as the natives had come to meet us in the kyaks



READY TO START NORTH FROM MT. HOPE



THE BEAR IN THE ICE
AT BARROW
JANUARY 1, NEWPORT
IN DISTANCE

decided to go to Unalakleet, where I was to get the bulk of my provisions, and wait there for the dog teams. Alexis having been engaged to go only as far as St. Michaels, I bought one of his teams and left him there. Koltchoff, being of no further use to the expedition, was also left there, and Jan. 6 I left St. Michaels with one dog team and a native guide.

After we had gone about 10 miles of the way across the stretch of ice to the mainland, the queerest looking outfit I had ever seen loomed up ahead. There was ice all around us as far as the eye could reach, yet here was a vessel apparently bearing down upon us rapidly, for we could make out a lug sail, a mast and the American ensign flying from the masthead. My native guide could make nothing out of it, but upon closer inspection we made it out to be a sled coming across the ice under sail and going so fast with a fair wind as to nearly run over the dogs.

As soon as we came abreast and the usual salutations had been exchanged, I found the owner of this curious outfit to be Mr. George F. Tilton, the third mate of the whaler Belvidere, who had left Point Barrow Oct. 17, and was on his way to San Francisco to let the owners of the imprisoned vessels know their condition and to ask for whatever help could be sent. As I learned after a few minutes' conversation that Tilton had met Jarvis and Call, and had given them all the information he had, we soon parted, and I continued on my way to Unalakleet, arriving there Jan. 8. Here I was forced to wait again, for the dogs had not yet returned. By this time the weather had got very cold, and the thermometer was on the average about 35 degrees below zero, and yet, as we were well provided with skin clothing, we did not suffer greatly. After waiting at Unalakleet until the 15th, and no dogs having arrived, I concluded to go on to Koyuk, at the head of Norton sound, taking what provisions I could carry on my one-dog team, and pick up all the dogs I could find and send them back for the rest of the stores.

On the way to Koyuk I met Jarvis' teams coming back, but as they were pretty well played out they were of no use. Reaching the village on the 19th, I found myself with one dog team, for the extra teams I had been led to expect at this village were not visible. So the next day I started for Golovin

Bay, which is one of the trading stations of the Alaska Commercial Company, hoping to get the necessary dogs there. Again I was doomed to disappointment, for all the dogs belonging to that station had been sent on a trip. Just a few miles to the eastward of Golovin Bay was the government herd of reindeer, and to this place I went, and, after much talking with the Lapp herder in charge, secured seven sled deer, and returned to Koyuk, Jan. 29, and there found two dog teams, with the rest of the provisions, that had been sent from Unalakleet, that I had not expected, so that now the provisions could easily be packed across the divide to Kotzebue sound.

Meanwhile, Jarvis and Call had pushed rapidly along the coast until they reached the government deer herd that I have already referred to, and there were provided with deer sleds, so that their teams could be sent back for the provisions. With the deer sleds they travelled on to Cape Nome, at which place there was a herd of some 138 deer, belonging to a native called Charley (Ar-tisarlouk being his native name). The authorities had contemplated the use of the government deer for an expedition to help the miners up the Yukon, and Jarvis had been instructed not to take from the government herd unless compelled to. Having known Charley for several years, Jarvis was the best man that could have been sent to persuade him to give up his deer.

The natives in Alaska have no form of government among themselves and no head men in the tribes, as have most aboriginals, each man being a law unto himself, and it is a very difficult matter to make them understand the idea of government or of any competent authority save force, and to make them understand that you can pay back any debt you may wish to contract unless you have the visible means of so doing. Had the deer belonged to a native who had not had any dealings with the Bear, it is very doubtful if they could have been gotten, but, fortunately for the expedition, Charley had always been treated well by the Bear, and after considerable talk Jarvis persuaded him to give up his deer upon his promise to return them the following year.

It was not without many misgivings, however, that Charley let them go, for it must be remembered that the deer represented the only means of support that Charley had for his family and those dependent upon him, and when we stop to consider that he was to get

no profit for the deer, but would only get back what was borrowed, together with, of course, the natural increase of the herd, it will be appreciated how good this native was to the white men. Charley was also afraid that there might be delay in obtaining the necessary number of deer from Siberia to replace his, and then the other natives would laugh at him; and it is a very serious thing for a native to be laughed at by another. But Jarvis finally overcame all his scruples, and not only did

he allow his deer to be taken, but agreed to leave his family and go along to help drive the deer to Point Barrow.

After making the necessary arrangements at Port Clarence for provisions to be sent to Cape Nome for the use of Charley's family during his absence Jarvis proceeded to Cape Prince of Wales, leaving Dr. Call to take charge of Charley's herd while they were being driven to that place, arriving there Jan. 24. At this place is a mission, with W. T. Lopp in charge, and in his charge also were 294 deer belonging mostly to the American Missionary Society. The remainder of this herd belonged to natives who were engaged in herding them.

It was, of course, an easy thing to obtain these deer from Lopp, providing the treasury department would guarantee their return; but the same argument had to be gone through with the natives as with Charley. However, the fact that Charley had let his deer go, together with the additional persuasion of Mr. Lopp, soon induced them to let their deer also be taken.

This would now give Jarvis a herd of 443 deer, adding in some few stragglers deer that he managed to purchase from outside natives, and this was thought to be sufficient for the needs of the people at Point Barrows. Several days were now taken up with the preparations that had to be made to get the sleds repaired, the necessary fur clothing made and repaired, and for Dr. Call

on ahead so as to meet me at the head of Kotzebue sound and see that the provisions were all right, leaving Kopp to follow with the deer as quickly as possible.

Meanwhile, having arrived at Koyuk, at the head of Norton sound, and found I had plenty of transportation for the stores I was to pack, I was enabled to start across the divide Feb. 2. The road was very bad across this section of the country, as it was inland and the snow very deep, but we made fairly good progress, considering our heavy loads (for, of course, we had to pack, besides the 1000 pounds of provisions, our own grub and tent outfit and fish for the dogs), and finally reached the native village of Kilikitaruk, or Cape Blossom, at the mouth of Hotham Inlet, Feb. 10.

Here I found a Quaker missionary, the Rev. Robert Samms, and it seemed good to be able to talk English again after a daily dose of the native gibberish. Finding that Jarvis had not yet arrived, I was making myself as comfortable as I could for a stay at this place, when Jarvis and Call drew up with their dog teams the following day, the 11th, they having left the deer herd, as I stated before, and come on ahead with dogs.

Of course, as we had not seen each other since we parted, Dec. 20, we sat up far into the night telling all about it and "swapping yarns," as the sailors say.

After resting their dogs a few days, Jarvis and Call left, the 15th, for Point Hope, leaving me behind with the provisions for Lopp and to follow with the herd as soon as it came along. The

weather up to this time had been generally good, and very few days had been lost on account of it being too bad for travelling, and the thermometer now was registering about 40 deg. below zero on the average, but still we did not experience any great amount



NATIVE CHILDREN



HAVING ICE TO THE DIFFERENT KITCHENS.

to come up with Charley and his herd. All these things were done as quickly as possible, however, and Feb. 3 the herd was finally started on its long journey north.

It was no light undertaking for these deer to start on their journey of 700 miles, for they were in charge of native herders entirely, and it had always been supposed that none but Laplanders could take care of deer properly, much less drive them any distance. The sequel shows, however, that the natives were fully equal to the task, for they reached Point Barrow in a very short time, and with a surprisingly small number of casualties among the deer.

Mr. Lopp, the missionary at Cape Prince of Wales, being well acquainted with the native language, and understanding how to manage the natives, agreed to accompany the herd to their destination, and look out for things generally in the deer camp. The natives who owned a part of his herd also were engaged to drive the deer, so that when the herd was finally started, Feb. 3, there were six herders besides Lopp in the outfit, together with Jarvis and Call, and it took 18 sleds to carry the provisions and tent gear. The route lay along the northern part of the Cape Prince of Wales peninsula about 15 miles from the coast, where deer moss was plentiful, until when abreast Cape Es-

senberg, when Jarvis concluded to push

of suffering on account of the cold, and, indeed, when it is 40 and 50 below it seldom blows, and does not seem near so cold as when it is blowing and the thermometer is only 10 or 15 below zero. The house occupied by Mr. Samms and his family being scarcely large enough for themselves, I had to make myself as comfortable as I could in my tent while I was waiting for Lopp and the deer herd, and I was very glad when he showed up Feb. 18. He had crossed the ice from Cape Espenberg to Cape Krusenstern with the deer herd, reaching there the previous morning. At the native village there he found a letter from Jarvis, telling him where I was with the stores, and he had come over to meet me with dog teams, leaving the deer behind for a rest. All the teams I had brought with me having been sent back, we loaded the provisions on the deer teams I had brought and the dog teams Lopp brought over, and started for the deer herd the following day, reaching the village of Anyok that night, the 19th.

The 21st, the deer herd having had a good rest, we again started, and followed the coast to the westward as far as the

mouth of the Kivalena river. This being the place where Lopp was to strike inland with the deer, so as to cut off his journey around Point Hope, I left him (having procured the necessary dog

FEEDING THE DOGS AT THE "NEWPORT"



teams) and proceeded to Point Hope, where, according to instructions, I was to meet Jarvis. When I reached Cape Seppings I learned from the natives that Jarvis had gone back to meet Lopp at the Kikloona river, so I waited there until his return.

He returned March 1, and the next day we went on to Point Hope, reaching Liebe's whaling station the 2d.

There being a considerable store of provisions at Point Hope, Jarvis decided to leave me at that place to take charge of any of the shipwrecked men he might find it necessary to send there, and the deer now being started on the last part of their trip, Jarvis and Call left Point Hope the 4th, bound for Point Barrow, which place they reached March 29, the deer herd arriving there the following day. To say that the arrival of the officers created a sensation would be putting it mildly, for the last the people had seen of the Bear and her officers was when she had left there the previous fall, and their first thought was that the Bear had been lost, and here were other shipwrecked mariners to be cared for, because, as I have said, the deer herd did not arrive until the next day.

Explanations soon put things in their proper light, however, and the two travellers were given a hearty welcome. The following day the deer reached a place about 30 miles south of Point Barrow, and as the deer south was plentiful Lopp halted them there and went on ahead to join Jarvis and report to him. Having left his wife and family at Cape Prince of Wales, Lopp was naturally anxious to get back, so, after remaining a few days to give the dogs a rest, he started on his return home, leaving Charley and one of the native herders named Ootenna behind to care for the herd and taking the rest of the herders with him.

As I had in the mean time made a trip from Point Hope up the coast as far as the Pitmegea river and there reached some provisions and dog food for the use of whoever might be coming down the coast, Lopp did not have to pack grub for his whole trip, and as he could consequently travel light, he made good time and reached Point Hope April 19. Resting his dogs for a few days, he set out again the 23d for the last part of his trip home, reaching there safely May 5, thus having, together with his herders, driven a herd of reindeer over the bad roads of snow and ice, through a country but little known, dragging all their provisions along with them, a distance of about 700 miles, and returned to his home in the remarkably short time of three months and two days.

During this expedition the remarkable powers and endurance of the Esquimaux dogs was well shown, for the team that brought Lopp home was the same team that travelled from Cape Vancouver to St. Michael with Jarvis, with myself from St. Michael to Golovin Bay and back again to the head of Norton sound, and then across the divide to Cape Blossom; from Cape Blossom to Point Barrow with Jarvis again, and then back to Cape Prince of Wales, thus having travelled 2400 miles, dragging heavy loads most of the way, over bad roads, having had only a few days' rest at odd times, and only one dog lost out of the team of seven (he having been shot at Point

Barrow), and the other six were in excellent health at the end of the trip.

It must be remembered also that when travelling with dog teams through a country where one seldom comes across a village dog food must be carried along, and the most of the time dogs get but one meal a day, and a short meal at that.

The next day after Jarvis reached Point Barrow he investigated the state of affairs there and found that, though in some things the men were pretty badly off, in the matter of food things were in much better shape than could have been hoped for last fall. Charles D. Brower, manager of Liebes & Co.'s whaling station at Cape Smyth (which is about 10 miles south from Point Barrow), having quite a large supply of flour and other provisions, took matters in charge last fall when it was seen that the vessels could not get out, and he certainly proved the man in the emergency, and but for his care and management there is no doubt that many would have starved before the relief expedition reached them.

As it was, things looked rather blue, but Brower at once gave up all his stores and made all his natives go out into the mountains to kill and bring in wild deer, and it seemed as if more than the usual number of deer wandered to the coast last winter, for together with the seals and whitefish and ducks killed in the spring, eked out the food supply so that when Jarvis reached there there was enough to last all hands until the latter part of August, at which time the ships could reasonably be expected. True, the daily amount was not bountiful, but it was sufficient, and

when the deer herd arrived Jarvis was enabled to increase the daily ration so that to a shipwrecked man it seemed a luxury.

In the matter of quarters, however, the men were in bad shape. Brower took all he could into his own houses, and, as his storehouse was full of provisions, he could not put that into requisition. So he took Kelly's old station, a house about 50 by 25 feet, and into this place 78 men were obliged to be packed.

The missionary, Dr. R. Marsh, had a schoolhouse in which he taught the natives, but he did not offer the use of it to the wrecked men. The old government refuge houses, which had been built to house a hundred men in an emergency, had been sold to the Pacific Steam Whaling Company, and by them leased to E. A. McIlhenny, who occupied it last winter, but he declined to take in any but the officers of the wrecked vessels; so that, as I have said, 78 men were crowded into the 50 by 25 foot building, and in such cramped quarters it was a very difficult matter to get sufficient ventilation and still keep the building warm, beside the great difficulty of keeping the house and the men clean.

Mr. Brower used all his spare lumber in building bunks, and put two stoves in the house and arranged for a daily ration of coal and provisions, and had the men been provided with decent quarters all would have been well.

When Jarvis arrived there, having authority from the department to take charge of affairs, he at once made such arrangements that 25 of the men were quartered in Dr. Marsh's schoolhouse, about 25 others in the old government house leased to Mr. McIlhenny, and, as by this time Brower's storehouse had been pretty well emptied, the rest of

the stores were taken out and the remainder of the 78 were quartered there. Kelly's old house being in a deplorable condition was then torn down and used for firewood.

The situation of the vessels at this time was as follows: The Belvedere, in behind the Sea Horse Islands, about 45 miles south from Point Barrow; the Rosario close to the point, the Newport and Fearless about a mile off shore, 50 miles to the eastward, and the Jennie about 30 miles further east and about four miles off shore, and all, of course, frozen in.

The Wanderer had made her way to Herschell Island after she found she could not get out, and was known to be all right, as she could draw on the supplies at that place. All the crews of the vessels stayed by the ships to save hauling the supplies ashore, except a portion of the crew of the Belvedere, which was sent up to the station at Cape Smyth because that vessel was much shorter as to provisions than the other ships.



A NATIVE SUMMER CAMP

Putting aside the fact that the vessels were caught in the ice, fortune seemed to smile on the wrecked men, for beside the deer that were killed in such numbers, the Navarch, which had been caught in the ice pack and had drifted to the northwest last fall, drifted back four times, and each time supplies were taken out of her to swell the general store. Once she came in close to the Newport and not more than four miles away. Twice she came in close to the station at Cape Smyth, and both times provisions were got ashore. The last time she came in to about 2½ miles from the shore, and was caught firmly in the ice. By this time all of her supplies had been got ashore and now, as the food question seemed to be all right, the question of fuel loomed up and was a very serious and important one. The driftwood on the beach had been all used for miles, and the coal at the station was running short. It was too far to haul coal from the steam whalers, and the Rosario, which was close to the point, was a schooner and had only about enough for herself.

The first time the Navarch drifted in Mr. Brower had taken ashore three tons of coal with his dog teams, and in doing so had broken his sleds. When she came in the last time and was so close to the

beach and the sleds were repaired, and preparations were made to get a good supply of coal ashore, when one morning that vessel was discovered to be in flames and nearly consumed. All the coal on the Navarch was burned in the ship, and there was in consequence a scarcity of fuel all the winter, but the men managed to keep warm somehow until the weather moderated in the spring and fires were needed only for cooking.

The food question having worked itself out with the help of the deer that the government had sent, and Jarvis having seen that the men were as well housed as was possible under the conditions, everything went along smoothly, and all they could do was to make the best of the situation, and wait as patiently as they could until the Bear could get there in the spring and release them.

After the Bear had landed the overland relief expedition Dec. 16 last, she steamed back to Unalaska, reaching there on the 23d. She had been ordered to winter at this place, so as to be all ready to start north in the spring as soon as Capt. Tuttle thought the ice would be broken up enough for him to get into the Arctic ocean.

In the spring everything was got in readiness, and June 14 the Bear left Unalaska and started on her way north. She reached St. Lawrence Island the 19th, but, although no ice had been seen up to that time, she was turned back



by the ice later in the day when she tried to reach Indian Point, on the Siberian coast. The next day ice was encountered again, but she finally worked through it to St. Lawrence Bay, Siberia, reaching there the 22d. At this place she met the steam whaler William Bayless, and learned from her that Lopp had returned to Cape Prince of Wales from Point Barrow. The following day the Bear steamed over to Cape Prince of Wales and Lopp came off and gave Capt. Tuttle all the news of the expedition up to the time he had left Point Barrow.

Learning that the wrecked men were badly in need of clothing, the Bear steamed back to St. Michael, where a supply of underclothing was obtained, and then proceeded on her way further north. She reached Point Hope July 16, and I came on board and reported, and, after giving all the news I had, was more astonished than I had ever been in my life before by receiving in return the news of the war and the destroying of the Spanish fleet at Manila, for the Bear was the first vessel in the Arctic ocean, and everything that had happened since last November was news to us.

The evening of the 16th the Bear steamed away again for Point Barrow. In answer to signals from the shore, we anchored off Point Lay the evening of the 18th, and soon a boat came alongside, and Capt. Sherman of the wrecked whaler Orca, together with several natives and members of the wrecked vessels, came on board. They had come down the coast from Cape Smyth with a letter from Jarvis telling Capt. Tuttle of the situation.

NATIVE VILLAGE OF GOT-KEOWIK

From Sherman we learned that the ice was very heavy to the northward, and he did not think we would be able to get much further at present. The Bear made the attempt, however, but when she got as far as Icy Cape the heavy drift ice turned her back, and she anchored off Point Lay the 21st. Another fruitless attempt was made the following day, and the 23d, as we had learned from Sherman that the Belvedere was very short of flour, Lieut. Hamlet was sent with a canoe and the natives that came with Sherman to take a supply of provisions to the above named ship. He reached her all right, but, owing to the amount of drift ice along the shore, he did not reach Cape Smyth until the day after the Bear arrived. The 25th the ice opened somewhat, and we got as far as Wainwright Inlet, but were obliged to anchor on account of the fog. The 27th we managed to push through the ice and get around the shoals off Point Belcher, but were then obliged to run off shore and lose the land on account of the heavy drift. We soon headed in, however, and the 28th, at about 8 o'clock in the morning, we made fast to the ground ice at Cape Smyth right opposite the station.

Jarvis soon came off, and later the doctor, and right glad we were to see them and get together again. After he had made his report to the captain, Jarvis went ashore again to send off the men we were to take down. The next day most of the men were on board, but the drift ice began to get heavy, and we were obliged to move into a light blight in the round ice to escape it. The next day, however, the wind came out from the southward and westward, and, Aug. 1, the Bear was jammed tight up against the ground ice by the pack and we were in the same position as the vessels were last fall, only there was hope for us, because it was early and the water was not freezing. The only thing we could do now was to wait for a northeast wind to take the pack off-shore. The 3d the wind increased from the southwest and there was a pressure so that the port side of the vessel was pushed in a couple of inches. Luckily, however, the pressure ceased soon, and no serious damage was done.

The Bear was the first vessel to reach Cape Smyth this spring, but the day after she got there the Jeannette came along and made fast near us, and she was now in the same fix we were. Inside the ground ice there was open water clear to the beach, and if we could have got in there before the pack came we would have been all right.

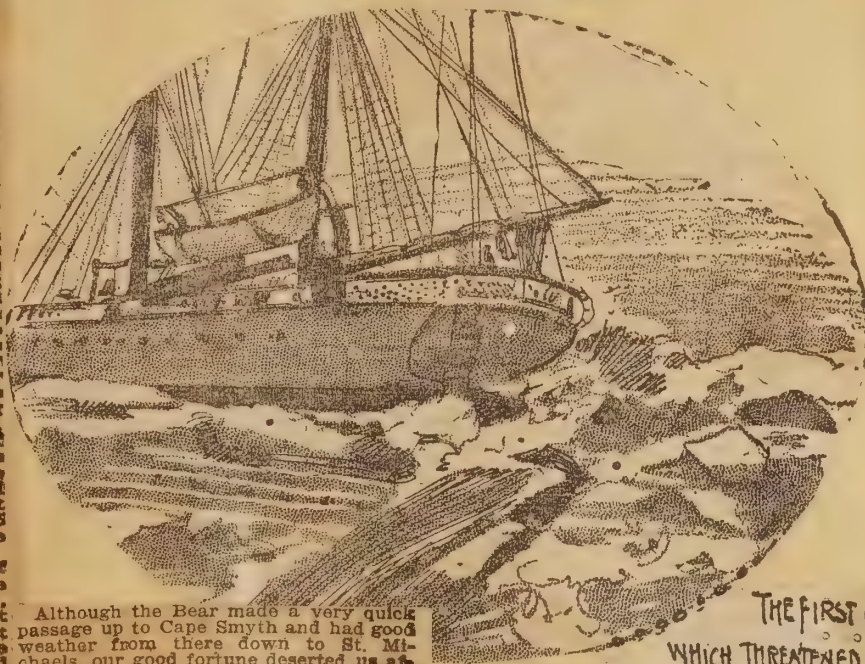
Meanwhile the Belvedere had freed herself from the ice that had made around her during the winter, and was only waiting until the drift ice cleared from the shoals outside her to get out and go down. The Rosario had been crushed in a pressure some time before the Bear arrived; the Newport and the Fearless were in sight in open water close to Point Barrow and waiting for a chance to get out. The Jeannie was still to be heard from. The evening of the 3d, however, she hove in sight, and as the ground ice had gone off above Cape Smyth all three vessels came down inside and made fast inside the ridge we were fast to. The 7th we tried to blast through the ridge so as to get inside, but the ice was grounded to 15 fathoms of water, and powder had little or no effect on it.

There was now a long succession of unfavorable winds and calms until the 15th, when the pack began to loosen, and by midnight there was only about 50 yards of ice outside of us. The next morning the ice freed from around the Jeannette, but it was keyed in around us, and it took four hours of backing and filling under full steam for the Bear to clear herself, but we finally got out at noon the 16th, and steamed to the southward. Meanwhile the New-Fearless and Jeannie had gone down inside to clear water, and were waiting for us to get out and give them a supply of provisions and coal, so they could get down to Port Clarence, where their tender was waiting for them.

After giving the vessels sufficient coal and provisions to last them till they got to a place they could procure more the Bear steamed away to the southward, having on board 93 officers and sailors of the wrecked vessels. We reached Point Hope Aug. 20, where we picked up nine more, the crew of the schooner Louise J. Kenney, which had gone ashore at this place. This made 101 in all. Two of these were shipped on the Northern Light when we stopped in Kotzebue Sound on our way down, and six more left us at St. Michaels when we reached that place Aug. 25. We left St. Michaels on the following day and reached Unalaska on the 31st, after a very rough passage and a succession of head winds. Here we shipped two more of the wrecked men on the English ship Hala, thus leaving 92 now on board to be landed at Seattle.



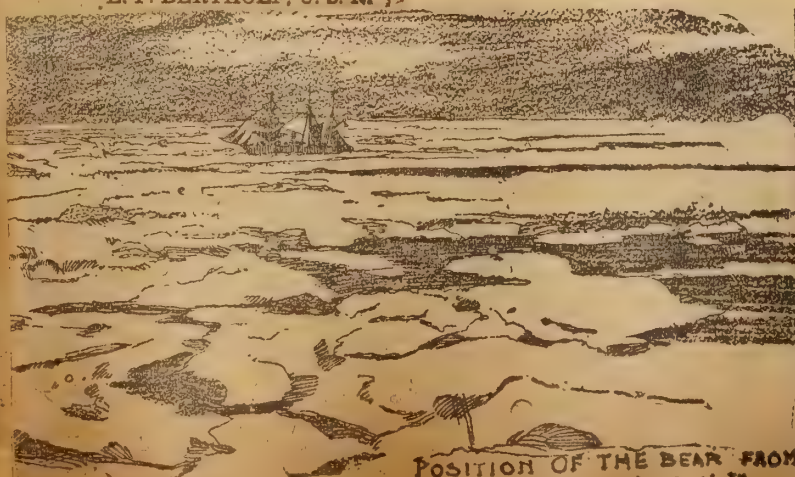
THE BEAUTY AND
DANGER OF THE
BEAR AT POINT
BARROW
AVG 1898



THE FIRST CRUISE
WHICH THREATENED THE
BEAR'S RUDDER AND STERNPOST

Although the Bear made a very quick passage up to Cape Smyth and had good weather from there down to St. Michaels, our good fortune deserted us after we left that place, for we have been having head winds nearly all the time and the passage has been a very rough one. But here we are again, after an absence of nine months and a half, with a consciousness of having successfully performed the task allotted to us.

E. P. BERTHOLF, U. S. N.



POSITION OF THE BEAR FROM
JULY, 30TH, TO AUG. 16TH

123

1,400-MILE RACE WITH DEATH OVER ARCTIC SNOW AND ICE.

*New York
World
14, 1898*

Revenue Cutter Bear, Buffeted by Gales and Driven
Back by a Frozen Sea, Lands Her
Expedition at Gate of Arctics.

FIRST DETAILS OF THE PERILOUS TRIP
SENT BY THE WORLD CORRESPONDENT.

With Three Companions from the Bear Lieut. Jarvis Starts
Overland to Rescue the Three Hundred
Whalers Imprisoned Near Point Barrow.

A MORE THAN TWO MONTHS' STRUGGLE
WITH HARDSHIP IN AN UNKNOWN LAND

The Expedition Left the Indian Village of Tunanak About Dec. 16, Con-
fident that the Dangers Would Be Overcome and the
Goal Reached the Last of February.

By special order of the Department at Washington an officer
of the Government's Bear Relief Expedition was designated to
act as correspondent of The World. His graphic despatch, sent
back by courier, follows:

DUTCH HARBOR, Alaska, Jan. 1, by steamer Lakeme to Seattle, arriv-
ing Feb. 13.—The United States revenue cutter Bear has landed safely at
Cape Vancouver, in the Indian village of Tunanak, the overland expedition
organized by the United States Government for the rescue of the three
hundred American whalers supposed to be in the neighborhood of Point
Barrow.

The start was made on the overland trip from Tunanak about Dec. 16.
The distance from that point to Point Barrow is 1,400 miles. The expedi-
tion, it is expected, will make twenty miles a day. This would bring it to
its destination about the last of February.

The details of the trip of the Bear from Port Townsend to the Indian
town of Tunanak, where the trip of the overland expedition was begun,
constitute a story of many hardships bravely overcome.

The Bear left Port Townsend at 11.50 A. M. on Nov. 29, 1897, steaming
out in a blinding snowstorm. Soon the storm cleared away, and when we
rounded Cape Flattery no trace of it remained save the heavy sea that
rolled in from the southwest. This, however, did not stop the headway of
the gallant cutter.

On Dec. 1 a gale came up from the southeast. For several hours we
battled bravely against it, but were finally forced to "heave to" and wait
nearly a day for the storm to abate. The sea, of a feathery whiteness,
washed over our decks, and the little vessel rolled and plunged so madly
that it was only by the exercise of great fortitude and skill that she was
prevented from going to the bottom.

WIND CARRIED AWAY THE STAYSAIL.

The wind carried away our foretopmast staysail, but this was soon
replaced, our course was again taken up, and with favorable weather we
landed in the harbor of Unalaska at 1.30 P. M. Dec. 9.

A thick storm of snow greeted us as we entered the harbor. The
mountains and lowlands were completely covered with snow which had
fallen the past week. It was the first of the season.

The air was cold, the thermometer registered freezing and all condi-
tions seemed to warn us that we were in the midst of a cruise of many
hardships.

The vessel was no sooner alongside the dock than the whole population
of Dutch Harbor and Unalaska turned their attention in our direction.
From every point of the compass men, women and children ran toward the
vessel. Soon the deck was crowded.

Some of the trading company employees guessed our commission;
others asked if war had been declared; some spoke of Andree and his
balloon, while the natives stood by, gazing in awe, some supposing that we
had sprung by magic from the eastern horizon.

CHRISTMAS TREES FOR UNALASKANS.

Unalaska showed few signs of activity. The schools were, however,
in operation, and one could see here and there the smoke from a native's
hut or from the cottage of a white resident on the low hill.

The Bear brought mail which was distributed throughout the village,
and Capt. Tuttle delivered two Christmas trees which had been sent by
the school children of Seattle to the children of Dutch Harbor and Unalaska.

There are no trees in Unalaska, and the natives looked upon the ever-
greens with open-mouthed amazement. They naturally thought that the
presents grew on the thick branches, and they blessed the Bear and his
crew for bringing them these splendid trophies from the world of magic.
Some of them were told that the trees with their wonderful fruit came
from Uncle Sam, and many a mother clasped her pappoose to her breast
with thanks to a new deity.

The Christmas trees were turned over to Miss Mellor, who has charge
of the school for the natives, and there were tears of gratitude in her eyes
as she tried to explain to the little ones the meaning of the gifts.

NEW SHIPS FOR THE YUKON.

The vessel moved across the bay to the coal wharf at Dutch Harbor
where she remained till Dec. 11, taking on coal and water to complete her
cruise.

At Dutch Harbor along the water-front stood the frames of three large
river steamers being built by Moran Bros., under the supervision of Capt.
Walter Ferguson, the agent for the North American Transportation and
Trading Company. The builders were awaiting the arrival of a lumber
steamer from San Francisco with material to finish the hulls and houses.
The river steamers will be run on the Yukon between St. Michaels and
Dawson City at the opening of the Klondike gold craze in the spring.

The Bear's bunkers were filled with coal, her tanks with water, and
her crow's nest was rigged upon the cross-trees, and at 1.35 A. M. Dec. 11, she
left Dutch Harbor and headed north into Behring Sea in a storm of hail,
rain and snow.

However, the wind was favorable, and the vessel made good speed
toward Sledge Island, where it was hoped a landing might be made for the
start of the overland expedition to Point Barrow, near which point the
whalers are supposed to be.

A course was set to the westward of Nunivak Island, and with a fair
wind and all sail set we were forty miles to the westward of that point at

40 P. M. Dec. 12. On the morning of the 13th, against a beautiful sky,
we sailed into the Behring Sea as smooth as glass.



ATTEMPTING TO
RELEASE THE
BEAR BY
BLASTING
ICE.

A SEA OF ICE.

The wind was blowing and the smoothness of the sea told us that ice was not far away.

At 12.40 P. M. of the same day it was noticed that the vessel was breaking a thin scum of ice, mixed here and there with large lumps which had floated in from the northern waters. As the vessel glided along under team and sail the water became thicker and thicker, and the whole sea seemed slush-ice to a depth of fourteen or fifteen feet.

It was becoming rapidly so dark as to make points on shore indistinguishable, when at 3:35 P. M., just as the attempt was about to be given up for that day at least, what appeared to be a village was seen some distance up a rather larger bay. Next morning we got under way, and proceeded to an anchorage near the village. Lieut. Jarvis started for the village, but was intercepted when about a mile from the ship by several native natives and informed by the

BLANKET
TOSSING AT
POINT BARROW.



THE NEW PORT IN
WINTER QUARTERS
AT POINT TANGENT
1898



NEW YORK, M
Feb 14 1898
RELIEF FOR THE WHALERS.

The Expedition Safely Landed in Northwest Alaska—A 200-Mile Journey Yet.

SEATTLE, Feb. 13.—Lieut. H. G. Hamlet, on the United States revenue cutter Bear, which is taking relief to the distressed whalers at Point Barrow, writes of the landing of the relief expedition and the trip up to the Arctic. The letter was brought to Seattle by the steamer Lakme to-day.

The Bear touched at Dutch Harbor on the way up and left there a part of her cargo, to be taken on again next spring. Telling of the remainder of the trip, Lieut. Hamlet says:

"About 1 P. M., Jan. 13, the first ice was encountered, and shortly afterward Panuk Island off Southeast Cape, St. Lawrence Island, was seen close aboard. The ice was sufficiently heavy to impede the progress of the ship materially. Nevertheless she was headed for Sledge Island. The weather was extremely cold and young ice was forming rapidly. After working into the ice until 4:45 P. M., it being intensely dark and the ice rapidly joining the small floes into a solid field of ice, the Captain deemed it advisable to get clear while there was yet time, as to be frozen in then would have made it impossible to land the expedition until too late, if at all; and the vessel would go drifting around the pack without having accomplished anything. Accordingly the vessel was headed to the southwest.

By 7 P. M. of the 14th, being well clear of the ice, progress could be made toward Cape Vancouver, the next probably available place to land the expedition. The weather was very cold, with strong head winds and thick snow-storms.

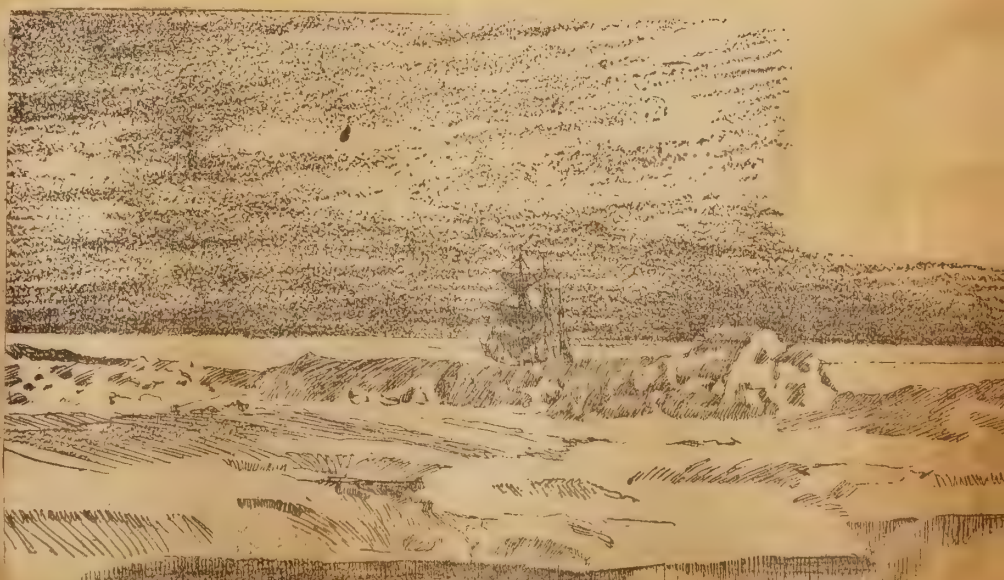
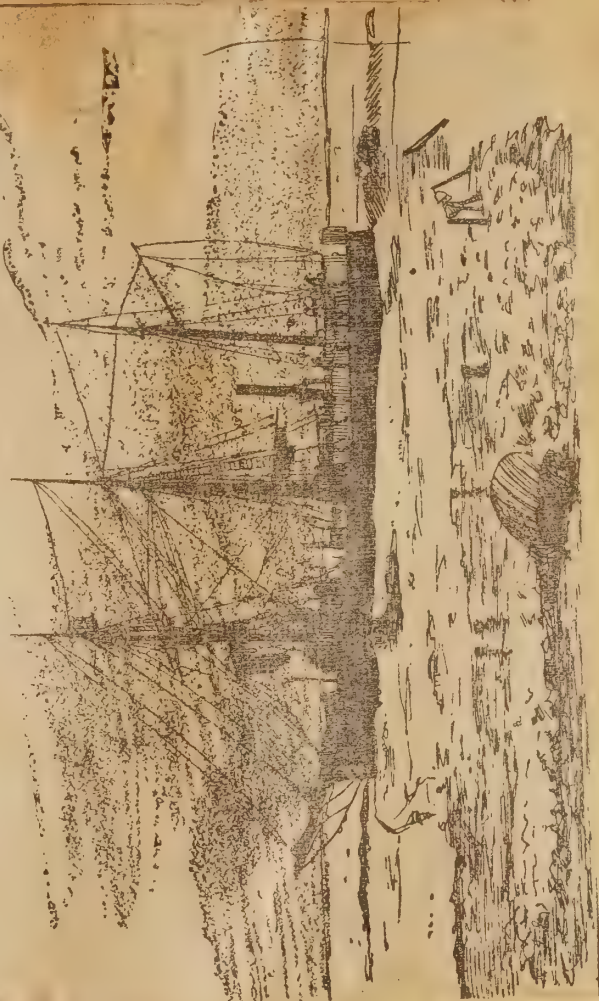
At 9 A. M. of the 15th the weather cleared somewhat, and Cape Vancouver was seen ahead. Shortly afterward young ice was encountered extending to the sound and out toward Nunivak Island as far as could be seen from the crew's nest.

After working slowly through the ice until 2:30 P. M., it was seen that the village shown by the chart on the south side of the Cape did not in reality exist, and an attempt was made to find it further to the northward.

trader of the village that the expedition could be safely landed on the beach abreast the ship and conveyed to the village on dog sleds.

"From this trader it was learned the village was called Tununok and that he was himself about to start for St. Michael via Andrefski. He promised to conduct the party to St. Michael in ten days from the time of starting.

"With this information Lieut. Jarvis returned to the ship at 10 A. M., and the work of disembarking the expedition was immediately begun.

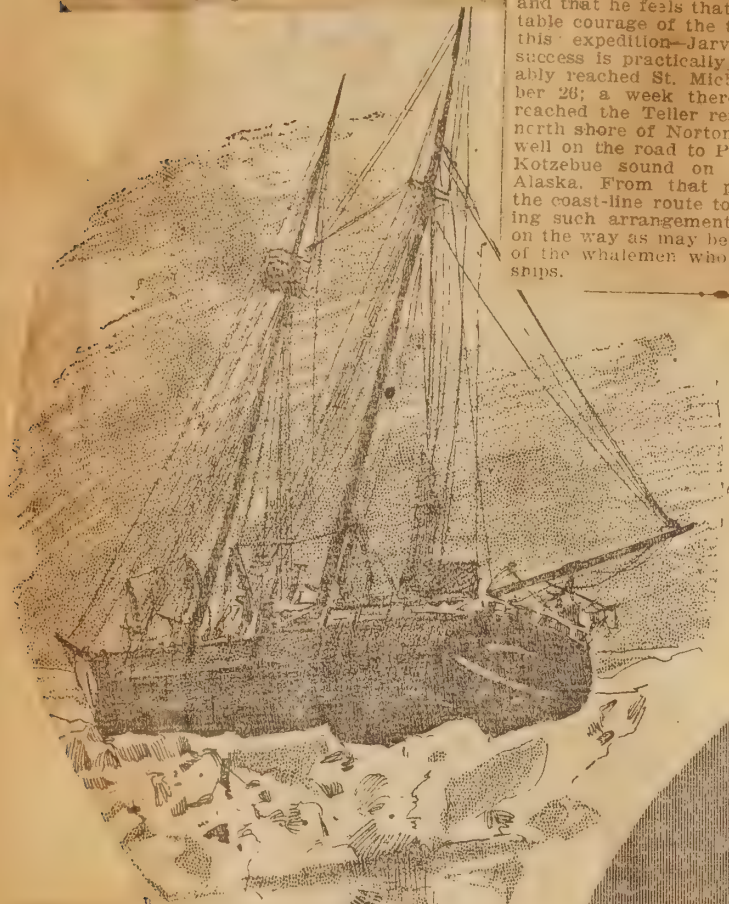


THE ICE LAMP WHICH
WOULD HAVE WRECKED THE BEAR
HAD SHE NOT BEEN BEHIND THE
HEAVY RIDGE SEEN IN THE PICTURE

"About that time the ice began to run so heavily as to make it difficult and dangerous to work boats through it except by dint of some good luck and much excellent management, but the entire expedition, with dogs, sledges, stores, and outfit, was successfully landed and started on its way to the village by 4 P. M. The Bear returned to Dutch Harbor and will follow up the ice in the spring to Point Barrow."

Called at the Seal Islands on the 20th and 21st instant. All well there. Arrived at Unalaska December 22. All well. The branded seals are returning to St. Paul Island."

Capt. Shoemaker, chief of the revenue cutter service, said that owing to the advanced season of the year, the Bear's landing of the overland expedition was effected at about the time and place he expected, and that he feels that owing to the indomitable courage of the two officers who head this expedition—Jarvis and Bertholf—its success is practically assured. They probably reached St. Michael, he said, December 26; a week thereafter they probably reached the Teller reindeer station on the north shore of Norton sound, and are now well on the road to Point Hope by way of Kotzebue sound on the arctic shore of Alaska. From that point they will take the coast-line route to Point Barrow, making such arrangements at stopping places on the way as may be possible for the care of the whalers who may have left their ships.



ROSARIO
ON THE ICE.

ON THE WAY TO THE ARCTIC

Feb 14th 1898
The Expedition Sent to Relieve the
Washington Whalers. Star

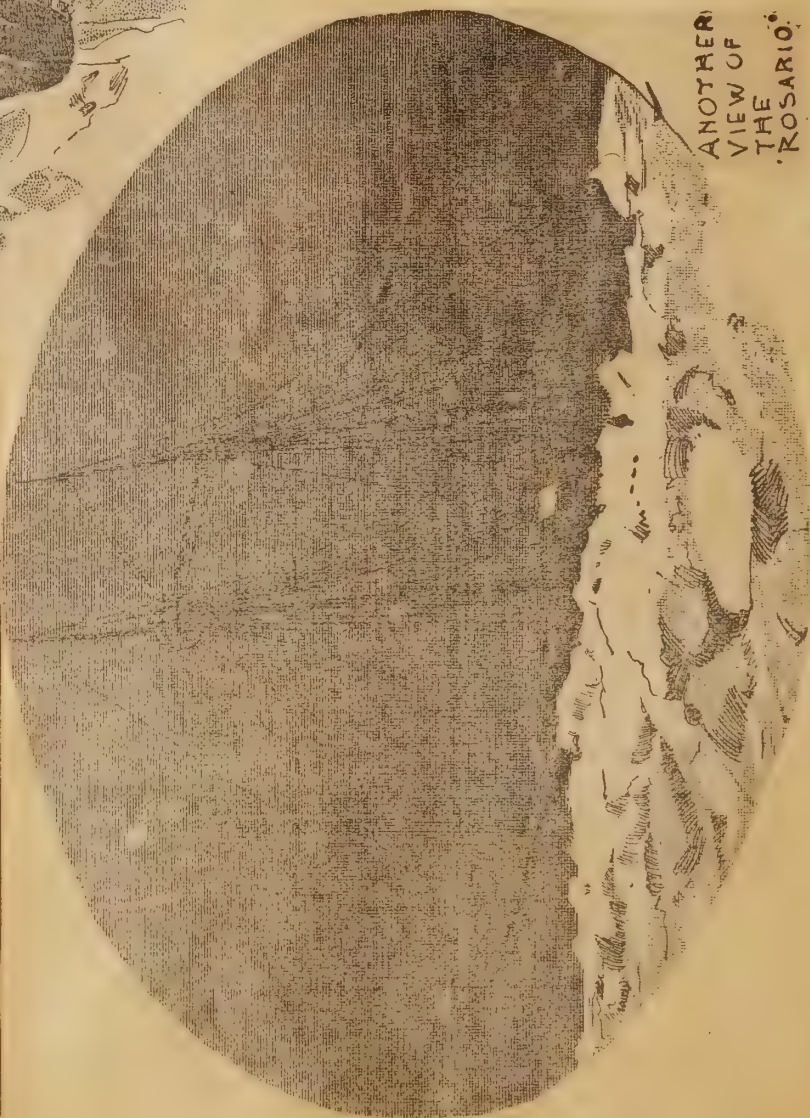
Lieuts. Jarvis and Bertholf Lead the
Party and are Probably Well on

Toward Point Hope.

Feb 14 - 1898

The Secretary of the Treasury has received the following telegram, dated Seattle yesterday, from Captain Tuttle, commanding the Bear, which left Seattle in November with an expedition for the relief of the icebound whalers in the arctic:

"The Bear arrived at Unalaska at noon December 9, coaled and watered ship and sailing for the north at 1:33 a.m. the 11th; arrived off southeast Cape St. Lawrence Island at 2 p.m. 13th, where ice was met. At 6:40 a.m., December 14, ice was making rapidly. Cape Nome was ninety-six miles distant. Concluded the vessel would be frozen in long before the cape could be reached; therefore turned and steamed southward for Cape Vancouver, which was reached at 3:50 p.m. 15th, too late to make a landing. The relief party, Lieutenants Jarvis and Bertholf, Dr. Call and Mr. Koltchoff, with their outfits and mails for St. Michael and the north, were landed on the 16th, about five miles from the village of Tunnuak, Cape Vancouver. Lieutenant Jarvis made arrangements with the trader of the village to guide and assist his party to St. Michael, which place the trader said could be reached in ten days, via Andrenski. On account of bad weather and running ice, the Bear could not remain to see the party started overland. Sailed from Cape Vancouver at 8:40 a.m. 17th.



ANOTHER
VIEW OF
THE
ROSARIO.

ONE SHIP BURNED, ANOTHER IS SUNK, BALANCE IN PERIL

Third Mate Tilton of the Belvedere Sent for Thousands of Miles Across Alaska to Seek Aid.

Meets Lieutenant Jarvis of the Bear Expedition and Brings the News That After July the Men in the Ice Will Be Without Food.

BY GEORGE F. TILTON.

PORTLAND, Or., April 8.—The whaling steamer Belvedere, M. B. V. Millard master, left San Francisco on the 7th day of March, 1897, and I was shipped on her in the capacity of third mate.

We had either stormy weather or gales all the way up, and during one gale a sea swept her decks, carrying away two of our whaleboats and the jibboom.

The same sea washed one of the men around the deck so violently that he died from the injuries he received, and we buried him in Unalaska, into which port we put in to make repairs.

After leaving Unalaska we had a succession of gales and were in the same storm that wrecked the ship Samaria and the schooner General Siglon.

We succeeded in catching one bow-head whale, the bone of which we shipped to San Francisco on the schooner Sailor Boy, which was receiving freight from the whale ships at Port Clarence.

In July we returned to Unalaska to get sufficient coal to last the balance of the voyage, and then went back to the Arctic Ocean. We had fair weather up to the 8th of September last. On that date we were in young ice, about three miles to the eastward of Point Barrow. Close to us lay the steam whaler Orca, Captain A. C. Sherman; the steamer Jessie H. Freeman, Captain Humphreys, and the schooner Rosario, Captain Edwin Coffin. Previous to this date the schooner Rosario lay in such a dangerous position that the steamer Orca steamed over to her and towed her to safer anchorage, thereby saving the officers, crew and vessel.

On the evening of September 8 a native boarded us, bringing with him a message from the whaleships over to the eastward, and requesting us to cache on the shore all the provisions we could spare and then work south as quickly as possible to a place of safety, where they could join us and go with us to San Francisco.

Early on the morning of the 9th the masters of the four ships held a consultation as to the best method of working our way out. The young ice was making fast, and there was also a heavy ridge of ice along the coast, through which we would have to blow out a canal. The engine force of the three steamers was immediately put to work making cartridges, weighing five pounds each, of the blasting and gun powder on our ships, and the tonite powder was taken out of the darting and shoulder bombs and also made into cartridges. These cartridges were placed on the ends of long poles, shoved under the ice and exploded. Mr. Walker of the Orca and myself had charge of exploding the bombs.

The distance we had to blow out was about one mile and a half, and we used over a thousand pounds of powder and tonite in the work.

The balance of the crews were busy in sawing and poing the ice out of the way. Young ice was making all the time, and the steamers had all they could do with both steam and sail to work their way through the canal. The schooner Rosario did not attempt to come through the canal, as Captain Coffin hoped the ice would open enough to permit him to get into the lagoon near Point Barrow, where she would be safe. We afterward learned that she had failed to get into the lagoon.

In forcing through the ice the Orca broke the three rudder pintels, making her unmanageable, so she was taken in tow by the Freeman and towed through the balance of the distance.

To make this canal took all hands three days and nights, stopping only for meals. The ships got out of the canal on September 14.

The Jessie H. Freeman and the Belvedere lay by the Orca until she had repaired her rudder, and when that was finished all steamed toward the south, the ice getting heavier all the time. We arrived off the Sea Horse Islands on the 22d day of September, a distance of forty-five miles from Point Barrow.

On this date the Orca, while following us, was caught between two immense ice floes and crushed with such force as to take the stern post and steering gear completely out of her and hurl the wheel through the pilot house. Her officers and crew jumped for the ice immediately.

At this time our ship was near clear water, but seeing the predicament of



George F. Tilton, Third Mate of the Belvedere.

the Orca's crew we turned back, working through the ice, to save them. We finally succeeded in getting all the men on board our ship and steered toward clear water again, the Jessie H. Freeman being at this time about three miles to the northward.

We were forcing our way along, when, about two hours after rescuing the Orca's crew, we saw the Freeman in the same predicament as the Orca, and her crew jumping on the ice, so we turned back again to save these men.

The wind was now blowing heavily from the westward, forcing the old ice against the young ice and shelving it, making it impossible for us now to get out, so we worked with the ice toward the main land and succeeded in getting into Pearl Bay, the heavy ice grounding outside.

Our crew at this time numbered forty-five men, and we had rescued fifty-three men from the Orca and forty-nine men from the Freeman. We knew that the best place to camp would be on the Sea Horse Islands, and if we could get the ship behind the islands we would have a chance to save her. On the twenty-third some of the men commenced sledding provisions over to the islands, a distance of three miles, others emptied water out of the casks to lighten ship, the bulkheads were torn down for the purpose of making houses on shore, the blacksmith commenced making cookstoves from the coal oil drums, and others set to work cutting a canal.

Mr. Walker volunteered to go back to the Orca with a couple of natives and save all the provisions he could, and said he would signal to us his safe arrival.

That afternoon we saw smoke from the Freeman, and at night she lit up the sky. She burned to the water's edge.

We afterward learned that some natives had boarded her, got into her hold and had dropped a lighted lamp, setting fire to the ship.

On the 29th of September, not having seen any signals from the Orca, I volunteered to go to her, to save what provisions I could and learn the fate of Mr. Walker and his two natives. I took with me four natives. I was instructed to loose the gaff top-sails and set the main royal should we succeed in reaching her, and if Mr. Walker was safe to run the flying jib up and down a few times. They would answer by the same signals.

The Orca was lying fully twelve miles from us. The ice between the two ships was in a very poor condition. It was full of holes, and the pressure of the heavy ice would make large cracks in the new ice, sometimes right under our feet, causing us at times to move very lively. After six hours' hard work we reached the ship and boarded her. We found Mr. Walker and his two natives hard at work. We immediately signaled our ship, as agreed upon, receiving their signals in return, and then went to work to get the provisions Mr. Walker had saved on the ice. I found the ship nearly full of water, and to get the provisions we had to fish for them with long-handled bow hooks. We got thirty-two sacks of flour and twenty cases of canned meats, and some other material, on the ice. Both the ship and ice were drifting all the time, the ship having been kept up by the ice pressing against her sides.

I was coming to the rail with a case of meat, when I felt a peculiar motion. I threw the case on the ice as far as I could and jumped. The ship careened slowly over on her side and at the same time gradually slid under the ice floe until she completely disappeared.

We had not been on the ship three hours when she sank. We then commenced sledding the provisions we had saved to the south sandpit of the Sea Horse Islands, which was about three miles to the westward. We were two days in getting these provisions to the beach, making our camp on the beach, our tent being made of boat sails.

The water was cold, the thermometer registering from 4 to 8 degrees below zero. In the meantime the Belvedere had been worked through the ice and was placed in as good a place as could

Liebes whaling station, of our situation and ask him to help us if he possibly could. Stephen Cottle, our second mate, and the fourth and fifth mates of the Freeman volunteered. They had to go on foot. They made for the main land and then for the station. They traveled over sixty-five miles, the trip being made in three nights and two days. Mr. Brower received the officers in a most kindly manner, and went to work right away to engage all the dog teams and sleds he could find around Point Barrow and Cape Smith. He dispatched Alfred Hopson, his assistant, with the teams to the Belvedere, arriving there October 7. He had instructed Mr. Hopson to say that all of us were welcome at his station, and he was willing to divide the last crust with us. Mr. Brower has, by his kindness, saved the lives of over 300 men. He has over 100 natives engaged to work for him. He gave them rifles and cartridges and instructed them to

time sixty-four men and sufficient provisions to last a few days. Captain Millard had fitted the Orca men all the blankets and clothing possible as they had to leave the vessel hurriedly. The Freeman men had more time, and had saved all the bedding and blankets they could carry. It was successful in getting a dog team and left the ship October 15 to go to station. I made the trip in three days.

At this meeting the inventories were all completed and the entire amount of provisions on hand from all sources ascertained. It was decided that by a careful use an allowance of two scanty per day could be made for the eight ships, which would last the first day of July, but the allowance must be a scant one.



THAT NIGHT THE FREEMAN BURNED TO THE WATER'S EDGE.

be found behind the Sea Horse Islands, and about fifteen miles from our camp. Some Indians who had been out hunting polar bear passed by our camp and told us that we could get dogs and sleds from Point Belcher to help take the material saved to our ship. We went with these natives and they brought over two teams of five and six dogs each, and on the sixth day all the food saved was put on the Belvedere, the sleds making one round trip each day with small loads.

The natives wanted provisions for their work, but we could not spare any, and paid them in drilling, needles, thread and similar articles. I was absent from the ship on this trip nine days.

On October 3 Captains Millard, Humphreys and Sherman had another consultation and called for volunteers to go to Point Barrow and inform Mr. Charles Brower, superintendent of the

bring in all the game they could find but that they must at any rate get enough meat to support themselves.

Mr. Hopson had six teams with him and started back to the station, taking forty men and some provisions. Some of the men were so sick and feeble they had to ride back the entire distance, the trip being made in four days' time. Mr. Hopson started back for the Belvedere on October 13, making the trip in twenty-two hours. Mr. Brower sent by him a complete inventory of the provisions at the station and also the reports from the four ships that were in the ice to the eastward, together with the list of provisions each of these ships had on hand. An inventory of the provisions on the Belvedere was taken and we found that there was not enough on board to keep the entire crew, providing we did not get out until spring.

Mr. Hopson started back the same day he arrived, taking with him this

It was also decided at this meeting to call for a volunteer to go not only to carry news, but also ask help at the earliest possible opportunity.

I volunteered to make the trip, but others were willing to go with me. After carefully considering the situation, we came to the conclusion that, providing I failed, one man would be enough.

Captains Millard, Sherman, Humphreys and Mr. Bowers were given me all the encouragement they could by word and deed. Mr. Brower purchased the dogs. The Indians were glad to have given a dog for a sack of flour, but not an ounce of provision could be spared. The dogs were chased with trade and cost us over a hundred dollars each. A sled was made for me, harness made for the dogs, and native women made skin clothing

bags for myself and the two runners. These runners would accompany me any further than Hope. A mast and sail were also included in the outfit and an American ensign added to float from the mast-head.

I loaded the sled with provisions to last us for fifteen days, in which time I expected to arrive at Point Hope, only allowing myself the same amount per day that all the men were getting—two scant meals a day and frozen fish for my dogs.

Everything being ready, my sail put up and the flag fluttering from the masthead, we shook hands all around, received lots of good wishes and encouragement, and started on my trip toward civilization, all hands giving hearty cheers until I was out of sight.

I left Point Barrow at 12 m. on October 22, my first objective point being to get to the Belvedere and get from her a boat, compass, a rifle for the natives, a rifle and shotgun for my own use, a parallel ruler, a pair of dividers, and chart, and a portable stove, which the blacksmith of the Orca was making for me.

The first stop was made at the refuge station, now in charge of Michael Heeney, who is making an Arctic collection of curios for the Smithsonian Institution. A number of shipwrecked officers are being sheltered, and cared for by Mr. Heeney. He insisted on us having a lunch with him, photographed the outfit and off we started. About a mile farther south we met Dr. Driggs and his wife.

Our outfit was photographed again, and the doctor prepared a lot of liniment and medicines in case it would be necessary to use them. They wished me godspeed on my journey, and that night we camped at a native village called Simroe. Left the next morning at 5 o'clock, and reported the ship in time for supper, the actual traveling time from the point being seventeen and a half hours.

The morning I left Point Barrow Mr. Brower had received news from the ships to the eastward and had succeeded in getting six dog teams, and it was his intention to get Dr. Driggs to accompany him to this fleet, as there were several that needed the doctor's attention. He was also taking back with him all the men necessary to watch the ships.

The steamers Fearless, Captain James McKenna, and the steamer Newport, Captain G. B. Leavett, were about sixty miles to the eastward of the point, five miles off shore and in heavy ice. The tender Jeannie, Captain P. H. Mason, was about fifteen miles still further to the east and about the same distance from shore. The bark Wanderer was about ninety miles west of Herschel Islands, but did not learn her exact position.

The general opinion was that the entire fleet would be either ground to pieces or else carried away by the ice, but no lives would be lost.

Our tent having been made and everything finished, I left the Belvedere on the morning of October 26, being cheered by my shipmates as far as I could hear them, and that night camped at Point Belcher.

We made an early start the next day and that night camped at Wainwright Inlet, and on the night of the 28th camped at Icy Cape. As the wind was blowing a hurricane from the southeast we remained in camp all day, but managed to get an early start on the morning of the 30th.

The heavy wind had blown all the snow from the shore, and soon after

starting came to water along the shore, so were compelled to go out on the ice. At one time we were eight miles from the beach. It was hard traveling that day, as the ice was rough and we had to go over considerable young ice.

We kept trying this ice all the way with an ax to see if it was strong enough to sustain our weight. We tried this once too often and lost the ax, and I was compelled to cut fuel with my snow knife for a while. We got around the water after a long time, reaching land just at dark and were glad to camp.

We traveled on the edge of the ice on October 31 and made good progress. We made about twenty-five miles on November 1. That night a heavy gale came on from the northeast, together with a snow storm, so did not break camp the next day, but started early on the 3d, and about 10 a. m. came to a deserted Indian village.

The natives had no doubt gone off on a deer hunt. I found an old ax in one

although we traveled as long as we could see.

Stayed in camp the next day, as the natives were very tired and I was afraid the dogs would give out. They were getting somewhat footsore.

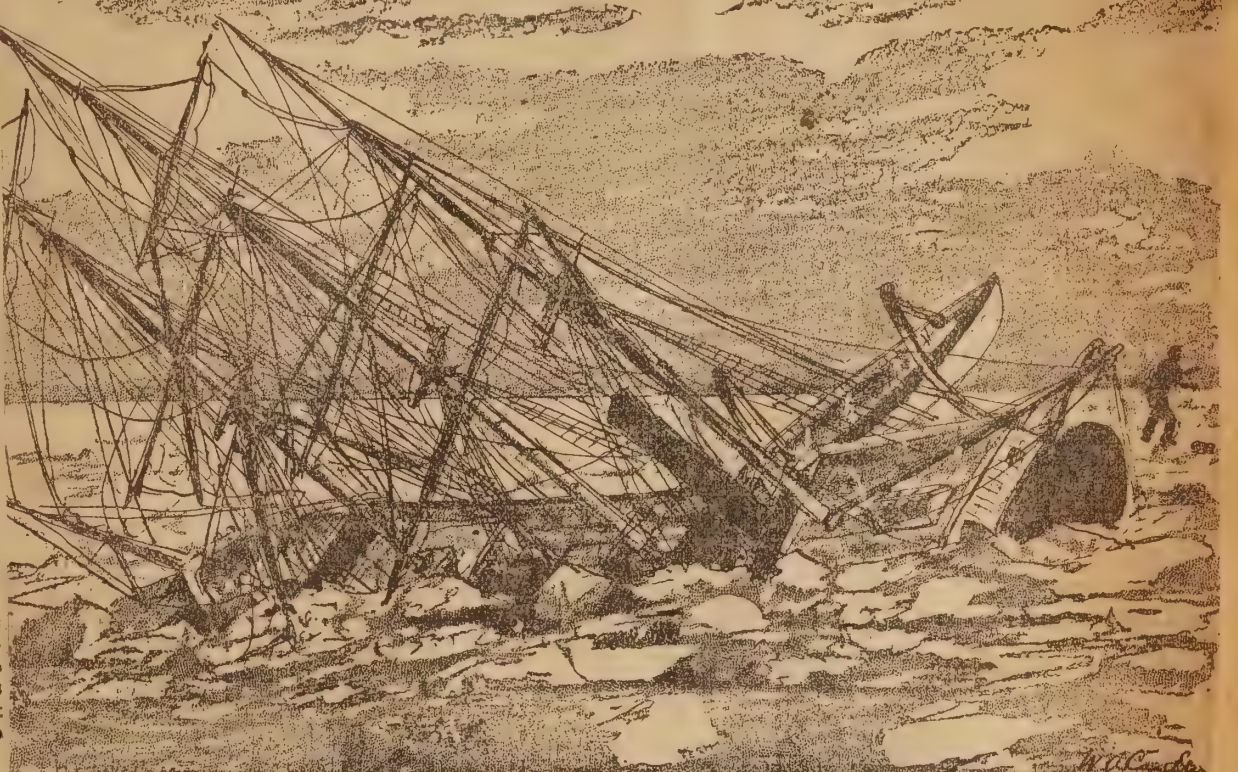
On the 8th we started again, the wind blowing fresh from the northeast, and getting stronger and stronger. We made for shore about 5 p. m. By this time the wind had turned into a blizzard. It was impossible to pitch our tent and so made a snow house. It was the first I had made and the natives knew more about it than I did, but we started a hole into the snowbank until we could work on the inside and kept on scooping the snow out and until it was large enough to accommodate ourselves and our eight dogs. Although the temperature must have been a way below freezing we felt very comfortable and all had a good night's rest.

The wind died away and at 10 a. m. we commenced our travels again. We did not stop until nearly midnight.

A little before dark we saw him and shot him, but he drifted from us. We pitched camp, took a chew of tobacco, tightened up and called it a square

The next morning we found our dogs had left us. After around a little we saw their tracks in the ice floe, headed for Point which I figured was about twenty miles from our camp. I slung the outfit we started after the being my intention if I did not mean them to keep on until I reached point. We had probably gone when we saw our dogs feasting on carcass of a whale which some had killed and skinned. My were just as much delighted to find as my dogs, and they devoured large quantity of the putrid gamey for me.

After the Indians had eaten



THE ORCA GRADUALLY SLID UNDER THE ICE FLOE UNTIL SHE DISAPPEARED

of the shacks which I appropriated, leaving in its place a couple of boxes of cartridges, which is the best legal tender in that section. We kept traveling that day until 5 p. m., when we again struck open water and had to come back for over three miles before we could get back to the beach again, where we camped.

On November 4, seeing open water, we started to cross the mountains. We made nearly fifteen miles that day, but the next, working from early morning until late at night, we only made a few miles, and had to unload the sled several times and pack the load on our backs.

On the 6th we saw that the ice floe had drifted back to the shore, and we worked our way down the mountain toward the ice. In places we found it so steep we had to use a rope and slacken the sled down. We even took advantage of the head wind by putting the sail up, so as to keep it back. If the sled had got the start on us it would have been dashed to pieces on the rocks below and our trip would have been a failure.

We were over eight hours in getting onto the floe. The ice was very rough and we did not make over five miles,

Our stock of provisions was now about exhausted. We reached a native village just back of Cape Lisburne and bartered some cartridges, powder and lead for a small seal, which furnished the supper and breakfast for ourselves and dogs. The natives at this point will have a hard time this winter, as the changeable winds have made the ice so unsafe that they do not dare venture out any distance on it to shoot seal, which is about their only means of support.

On the morning of the 10th we broke camp. We had no provisions left.

We started over the mountains, traveling until late, when we pitched our tent, suffering agonies from hunger. The next morning we worked our way toward the beach to see if we could get a seal. The traveling that day was about the worst we had yet encountered, the ice being full of hummocks and jagged. We even had to fill in some places with ice so as to run the sled over. In other places we had to unload the sled and pack our outfit for a short distance around the rocks. We must have unloaded the sled ten times that day.

wanted we took our dogs back, dere, harnesses them, came back, instr of u he w with ness, He work cart, brin but enou Mr. and s forty of th had the t Mr. F dere twent him a ions a from wate had died sacks cann on th drift

A little distance from the came upon a flock of ducks.

I managed, by crawling carefully, to get near enough three of them and my na four, but we only succeeded one and had to fish a long we secured this one. A fir the duck skinned and boll water. I ate the entire duck

We started again, but th terrific, and we had to unl twice that afternoon. A came up about 4 p. m., squalls, but we kept on, tra to the bank until it got could not see. This was a It began clearing off, and tions all pointed to a ple but at midnight we were n our tent falling on us. V out the best we could and skin clothing behind a sno was the hardest blizzard struck. We dug a hole i bank large enough to get

bags stretched out, pulled some of the dogs in and managed to keep warm the balance of the night.

As Point Hope was only twenty miles away from us, and as we had nothing to eat, I slung the mail sack over my shoulder, took my natives and started for the point. The wind blew in squalls and so heavy at times that we had to lie down until it would subside somewhat, when we would march on.

We succeeded in reaching Point Hope in about twelve hours, stopping at the first house we came to, which we found to be that of a Mr. Anderson, who is engaged in shore whaling. He cooked a meal for both the natives and myself and gave us a change of skin clothing.

I found that my natives had their cheeks and ears frozen pretty badly and I had one toe and both ears frozen.

The blizzard kept up without intermission for four days. When it abated I hired a couple of natives to assist me in getting my sled and camp utensils, also my dogs, to Point Hope. My two natives were suffering too much from frost bite and were too feeble to be of any assistance.

I reached my old camp that afternoon, and found all the dogs excepting one. We slept in the snow house and started back to the point the next morning. Found in packing that the tent was blown to tatters, the ridge pole broken and the stove badly smashed. I was obliged to ride all the way in, as my frozen toe pained me intensely. On our road back we found the body of the lost dog. It had been blown off the bluff, falling on the ice below, an almost perpendicular height of fifty feet.

Mr. Brower had given me letters of introduction to Captain Nelson, the superintendent of Leibes' Point Hope whaling station, and I kept on to this place, which is about three miles south of Anderson's.

As the natives I had from Point Barrow would now leave me Captain Nelson advised me to take Tickey and Cannuanwar, man and wife. They were both good runners and he assured me they would prove faithful to me. My tent was repaired, new skin clothing and boots made for both the natives and myself, a new stove and plenty of provisions given me and Captain Nelson got three good dogs for me from the natives. I stayed with Captain Nelson for nine days, as my foot gave me a great deal of trouble. I left finally on the morning of the 29th of November.

I traveled that day as far as Captain Peter Bayne's station. He was very kind to me and I stopped with him that night, sending Tickey back for some little things I had forgotten at Point Hope.

The next morning I found that one of my dogs had run away, so Captain Bayne let me have one of his to replace it. We made about twelve miles that day, it being pretty hard traveling. We succeeded in getting around Cape Thompson, but were afraid the dogs and sled would break through the ice, as it was very soft and full of holes.

On November 30 we broke camp at 5 a. m., the wind blowing from the southeast and a wet, heavy snow beating us in the face. The Indians and dogs were soon almost exhausted.

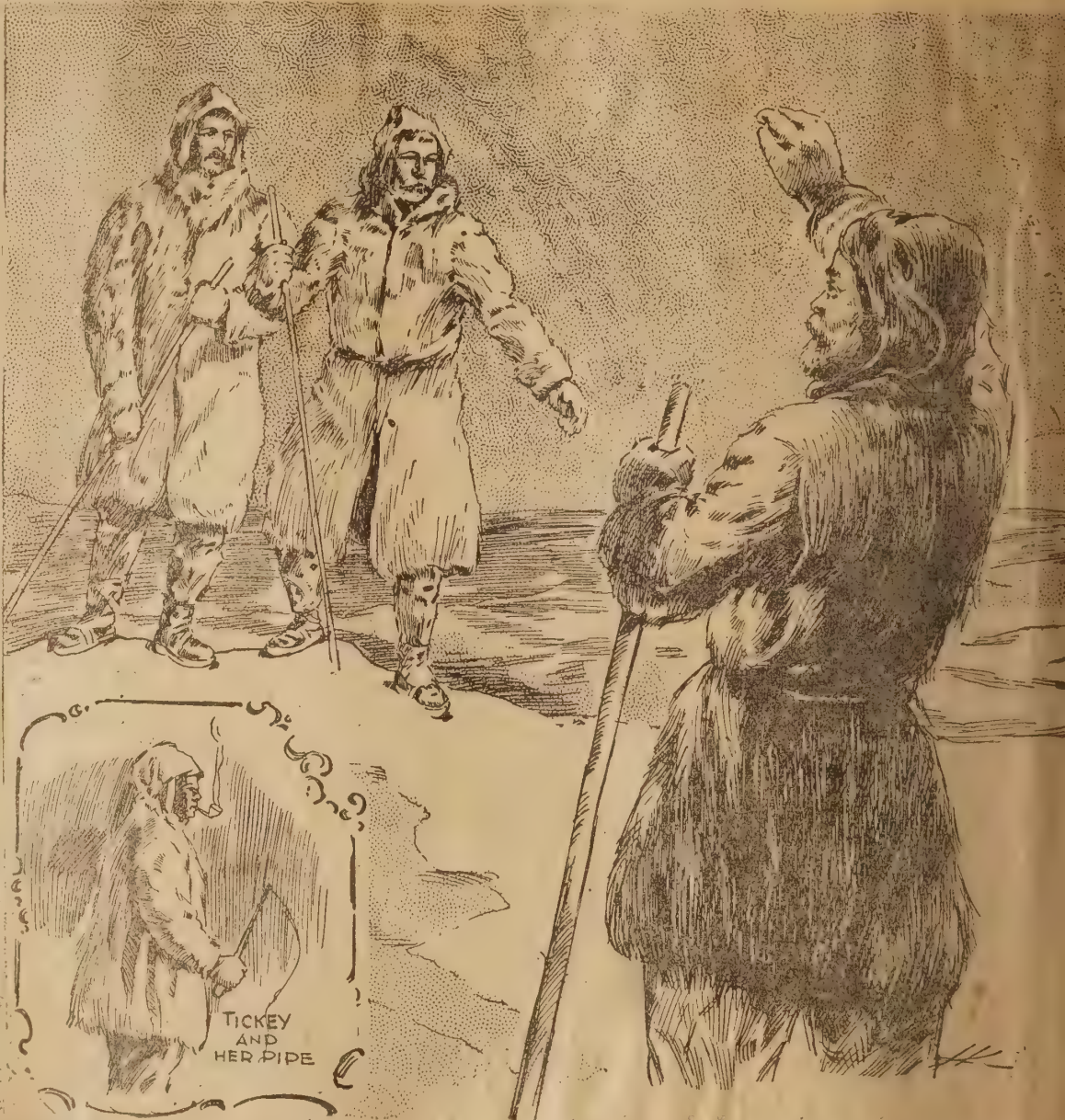
On December 1 we got under way early, but the ice was so full of ponds and lagoons that we traveled in about every point of the compass. About 2 o'clock that afternoon we reached a small hillock and found it impossible to either get ahead or go back, as we were surrounded with water. There was no fuel on this hillock and we were

compelled to stay there three days, living on canned meats and frozen fish that had been purchased for dog food.

The water fell away so that we were enabled to continue our trip on December 5, making about fifteen miles, and on the 6th we reached Charles Klingberg's whaling station. We stayed at his place all night. We left the station on the 7th, arriving at Cape Blossom on December 13. We made poor time. The ice was soft and the temperature too warm for the dogs to travel on. I had nine dogs left when we reached Cape Blossom.

pork and beans, fried frozen fish, fried bacon, fresh bread and a tin of preserved California grapes. I had coffee for my use, the Indians preferring tea. I bartered that night with some natives for more dog feed.

The next day we traveled up the Buckland River, making thirty miles, and then traveled over the portage by compass in the direction which I thought would bring me to Edgituck River, leaving the Buckland at 3 a. m. and reaching the Edgituck at 10 p. m., where we pitched our camp. My inten-



THE MEETING WITH LIEUTENANT JARVIS AND DR. CALL OF THE BEAR.

Mr. and Mrs. Samms gave me a most cordial welcome, and Mrs. Samms' companion, a Miss Hannahcult, was also very kind. She was teaching school at the cape. Mrs. Samms busied herself in cooking a quantity of provisions for us. During my stay at Mrs. Samms' I procured a sled and several dogs from the natives, and was now in a position to carry more food for both ourselves and our dogs. I also got enough fish for the dogs to last me to the Buckland River.

We left on the 18th and had good weather. Also made good time on the 19th. On the 20th we had another blizzard, and remained in camp all day. We went about twenty miles on the 21st, and the next four days we averaged over twenty miles, reaching the mouth of the Buckland River on Christmas night.

There we camped and had our Christmas dinner, which consisted of

tion on the 29th was to work along the Edgituck and make Norton Sound, but found the snow very deep and the river so crooked that we made direct across the country, steering again by compass and crossing the Edgituck four times. We reached Norton Sound that night at 7 o'clock.

Soon after starting on the morning of December 30 we ran across the tracks of a dog which came from the direction of Gollivan Bay. We followed these tracks for three days, traveling as fast as we could and reached Unalaklik on the evening of January 1, 1898.

I was very warmly welcomed by Mr. and Mrs. Karlson and Miss Johnson. They have charge of the Swedish mission. Mr. Karlson informed me that he understood there was to be a mail sent from St. Michael for the States January 5, so of course was very anxious to get there before it left.

ROUTE FOLLOWED BY TILTON.

We left the mission early the next morning in a blinding snowstorm, Mr. Karlson lending me a native to act as runner and guide.

On the 3d we started early and had traveled probably five miles when I missed Tickey's wife. On making inquiries as to her whereabouts I learned that she left her pipe at the mission and had gone back to get it.

I felt rather vexed about the matter, but still did not lose any time. We kept on the ice, although it was rather rough, when we came to a headland where we found water and so were compelled to make our way over the mountain.

After reaching the summit I looked back to see if Tickey's wife was coming, when I saw two men running toward me, waving their hats and coats. I waited to see what they wanted, my impression being that some accident had happened to Tickey's wife.

The men reached me at last and to my great surprise informed me that Lieutenant Jarvis and Dr. Call of the Bear had crossed on the mountains above me and requested me to turn back to meet them.

I went back on foot and after walking a couple of miles saw Lieutenant Jarvis and Dr. Call walking toward me. I walked back with the officers to get a good camping place, so that we could have a consultation relative to the whalers and their condition.

After walking a couple of miles we found a suitable spot for the camp, Dr. Call getting the dinner ready and Lieutenant Jarvis and myself conversing. It was a very fortunate thing for me that Mrs. Tickey lost her pipe, as I should not have met these officers but for that circumstance.

Lieutenant Jarvis recognized the woman, while she was running back to rejoin us after finding her pipe, and stopped her, asking what she was doing in this part of the country. He knew she was from Point Hope. She managed to make him understand that she had come down with a white man from the whalers, and Jarvis dispatched his runners after me.

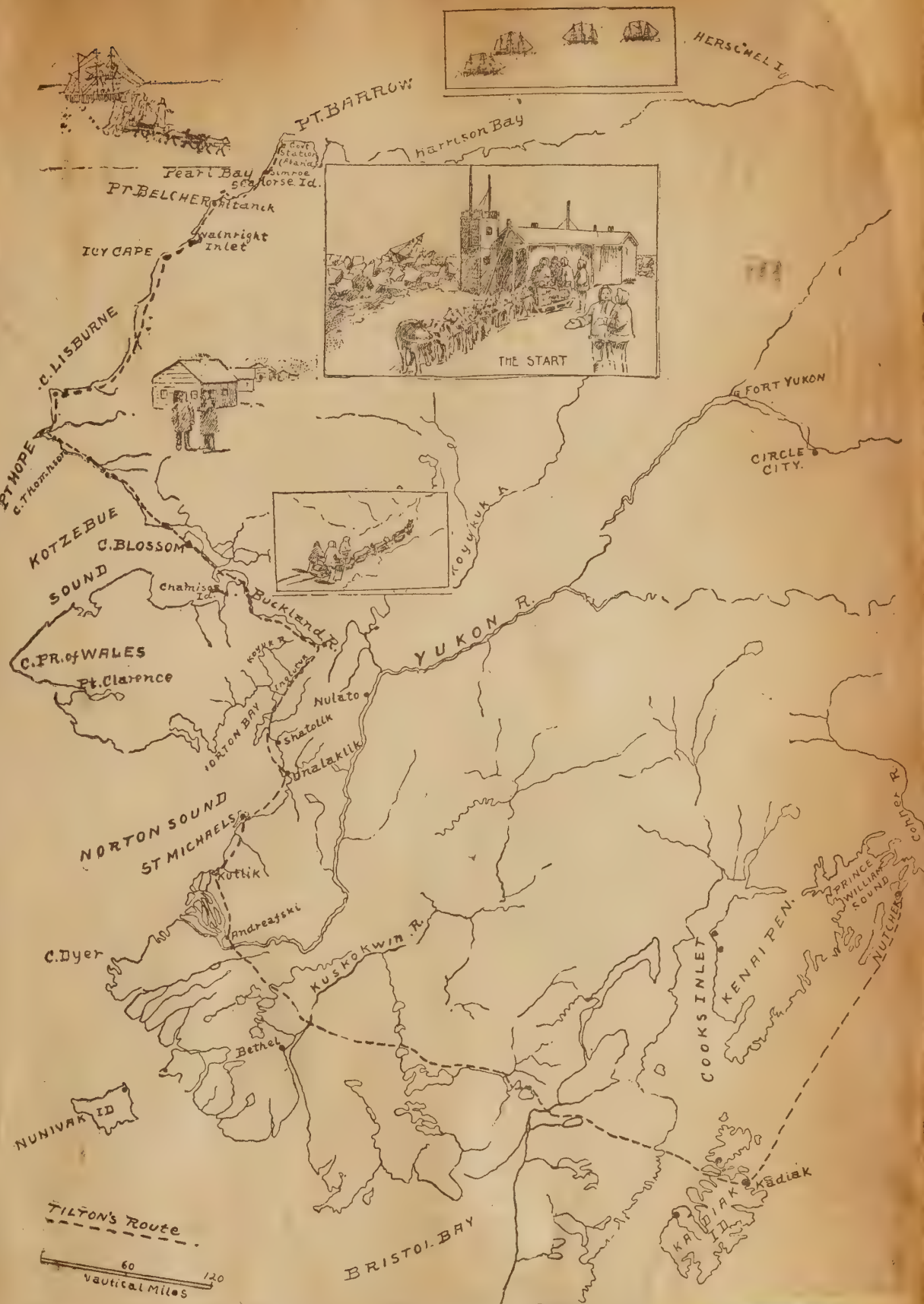
Jarvis gave me several letters of introduction and one especially to Colonel G. M. Randall, commanding at Fort St. Michael, and advised me that from now on I put myself in the hands of the Government until I reached San Francisco. He also said that I would in all probability be the mail carrier, and for me not to hurry, as both my natives and my dogs were tired.

We then parted, he to go to the bleak, dark and frozen north and I to go to the land of sunshine and flowers.

We remained in camp all that day. We traveled easily the next three days, reaching Fort St. Michael on the evening of the 6th. I presented my credentials to Colonel Randall.

I had expected to leave St. Michael on January 10, but Cannuanwar caught a severe dose of the grip, which, I understand, is very prevalent in that region this winter, and so was delayed until she had sufficiently recovered for her to continue the journey.

St. Michael is a good place for the workmen and mechanics this winter. The North American Trading Company is building a new wharf and new warehouses and putting the finishing touches on a new hotel that would accommodate 200 guests. It is also putting in a new training wall so as to have more wharf room. The Alaska Commercial Company is busy building a 600-ton steamer and barge at its ship yard. The Canadian Pacific is also building a river boat to carry 350 tons of freight on thirty-inch draught. The Alaska Exploration Company had its



barges on the beach and was putting up a large building to be used as a hotel.

The gasoline yacht El Irena had been hauled on the beach and her passengers were in very comfortable quarters.

There was a large migration to Minook. I could not learn of any actual discoveries, but every one who could get a dog team was going over the portage, and some poor fellows were dragging their sleighs along on foot heavily loaded.

L. B. Shepherd had discovered a coal mine about ten miles be-

low Onanadiuk, which will no doubt prove a bonanza. The coal is considered first-class steam coal, and lies on the coast, so that with the necessary appliances, which are now being put in place, the whalers and revenue cutters can get their coal handily and ships will have good protection and sea. He will also be able to supply the river steamers with coal. There will be nearly fifty steamers on the Yukon next year, and there will be a famine as regards wood, so this find will prove of great value. It was reported that flour was worth \$10 per sack of fifty



pounds at Neulattes, but I did not learn of any new diggings in this quarter.

Dr. Edle, who had been attending to Cannuanwar's case, pronounced her fit to travel, so I got a small quantity of provisions from the people and left St. Michael on the 16th day of January, with my colors set. The different stations dipped their flags as I started and fired volley after volley of rifles, pistols and let off three dynamite blasts. I had taken with me Mr. James' guide, Kohltoph by name.

He showed me the road from St. Michael to Kodak, also accompanying me to my first stopping place, which was E. H. Hanson's, former manager of Wright, Bowne & Co. We reached the steamer J. J. Healy, lying at winter quarters at Indian Canal, where I stopped for the night.



TILTON'S DEPARTURE FROM THE POINT BARROW STATION.

She is under command of Captain Harry Lott, formerly of Port Townsend. Our party was very pleasantly entertained by her officers, Messrs. Anderson and McCorker. We also visited the steamer Mare Island, and all her passengers seemed to feel in good spirits. A great many of them had secured work in St. Michael, and there were only about twenty-five left on board.

From Kodiak down the coast to Portland the trip was without particular incident.

SEVEN SEAMEN RESCUED FROM THE NAVARCH

Two Refuse to Leave the Hulk and Are Adrift in Arctic Waters.



The fate of only two of the wrecked Navarch's crew is now in doubt. Seven of the nine men who refused to leave the vessel when Captain Whitesides and his wife and their six companions left the wrecked whaler have been rescued. They are: Thomas Lord, fireman; T. Collins, M. Hurley, R. Bergman, J. Brem, O. Petersen, seamen; and cabin boy F. Guttner. The two who remained by the vessel are Frank Slater and John Hanna. When the whaler with these two men on board was last seen it was drifting northwest from Point Barrow into the unknown Arctic seas.

The Navarch was caught in the ice west of Point Barrow on July 29 last. On August 11 twenty-nine of the crew deserted the vessel to make for the shore. For eleven days they wandered about on the ice, and when help was found only sixteen of the twenty-nine were alive. On August 14 Captain Whitesides and his wife and six of the crew left the vessel, dragging a small canvas canoe with them. They succeeded in reaching the shore, and three days later they were picked up by the revenue cutter Bear. Nine of the vessel's crew refused to leave the whaler, deeming it safer to remain on board than to risk the journey over the ice. Whalers here were of the opinion that the fate of those nine hardy sailors would forever remain in doubt. It was never expected that they would ever be heard of again. Now it is known that seven of them have been taken from the vessel, and only two remain with the ice-nipped whaler on her journey with the currents toward the unknown regions of the north pole. The ship is supplied with provisions and fuel, and should she withstand the ice it is not among the impossibilities that the two men may solve the mysteries of the unexplored regions of the Arctic and that they may yet be heard from.

PORTLAND, Or., April 8.—George F. Tilton, the third officer of the whaler Belvedere, who recently reached civilization after an across-country journey from the fleet icebound in the Arctic, brings the information that seven of the nine men who refused to leave the wrecked whaler Navarch have been rescued. Mr. Tilton is the bearer of the following official report from Charles D. Brower, manager of the Liebes station at Point Barrow:

"The Navarch was caught in the ice on July 29, in the evening, about two miles off shore and carried by the pack to the northwest. On August 3 it was abandoned for the first time at 9 a. m., the crew taking three boats, which were dragged for three days and then left with everything except a little bread, of which each man carried his share. It rained all the time. We were within three miles of water when we turned back, and about eighteen miles from the ship which bore west by south. We had traveled southeast all the time. We reached the ship on the morning of the 8th, some stragglers being until afternoon getting in.

"The vessel was abandoned for the second time on August 11 off Cape Smythe, where we reached the water edge at 9 p. m. The Bear was lying at anchor five miles off and did not see us, as it was getting dusky and the fog was setting in. We drifted past the William

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Bailey and she did not see us. We drifted on the northeast of Point Barrow. After abandoning the ship Captain Whitesides came two-thirds of the way and then turned back with the compass, and after the fog shut in we had no way of returning to the ship.

"The second day from the ship the steward, Walter Whiting, died, and on the fourth day Chief Engineer Sands went insane and could not walk. The same day we also lost one fireman and four sailors, whose names are unknown to me. On the 7th day we lost Mr. Scanlan, second engineer, who got separated from us in the broken ice and we could not get him; he was probably drowned. The same day we lost the blacksmith, one Portuguese sailor and two other men. On the eighth day we also lost another man named Jackson.

"On the evening of the eighth day from the ship, the 19th of August, we came to the edge of the pack and all got on a small cake of ice, wind northwest, and drifted in shore for three days. On the morning of the 20th we lost the last man, who drifted away from us on a small cake of ice, and we never saw him again.

"For eight days I had nothing to eat but ice and boot soles. I was picked up by the steamer Thresher at 4 p. m. on August 22, and was taken to Point Barrow.

"The steamers Newport and Fearless reported a ship in the ice twenty miles off shore October 2, and supposed her to be the Navarch. On October 6 Mr. Gordon and some natives started out to her and succeeded in reaching her, where he found the nine men who had stayed in the ship all right. He succeeded in getting seven of them ashore and the other two would not leave. While Mr. Gordon was out for the men the wind came southwest and the ice broke between them and shore, and they had a job getting ashore.

"The Navarch was last seen drifting northwest in the pack and is now out of sight. The two men who are left in the ship are Frank Slater and a seaman, who was cook in the Karluk at Herschel Island when she wintered there. The seaman's name is unknown."

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RELIEF REACHES ARCTIC WHALERS.

*San Francisco
Examiner
July 21, 1898*

Supplies Sent by
"The Examiner"
Arrive.

Success of the Land
Expedition Re-
ported.

SUFFERINGS ENDURED.



DR. GALL, OF THE RELIEF PARTY.

By Surgeon S. J. Call, "The Examiner's" Commissioner.

(Special Dispatch to "The Examiner.")

SEATTLE, July 20.—The following correspondence from "The Examiner" special correspondent with the rescue party, relative to the revenue cutter Bear expedition for the relief of the ice-imprisoned Arctic whalers and the safe arrival at Point Barrow of the overland contingent, under the leadership of the intrepid Lieutenant D. H. Jarvis, was received via the steam schooner Lakme, Captain J. A. W. Carlson, which arrived to-day from St. Michael.

Point Barrow, Alaska—The fight is over, and Lieutenant Jarvis is the victor. In the long round of a hundred and two days, in which he has made nearly 2,000 miles, he comes out of the contest without a scratch, and the only mark visible on your humble servant is a slight peeling of the epidermis of the right cheek, which was nipped a day or so ago.

At 8:15 a. m. on Saturday, March 26th, we left Belcher, and at noon, as we hauled out on the sand spit for our tea, Mr. Jarvis, looking north over the ice, exclaimed as I joined him, "Doctor, there is the first of the imprisoned fleet." "So it is," I exclaimed, as I caught sight of the tall, indistinct masts of the Belvedere, about twelve miles away.

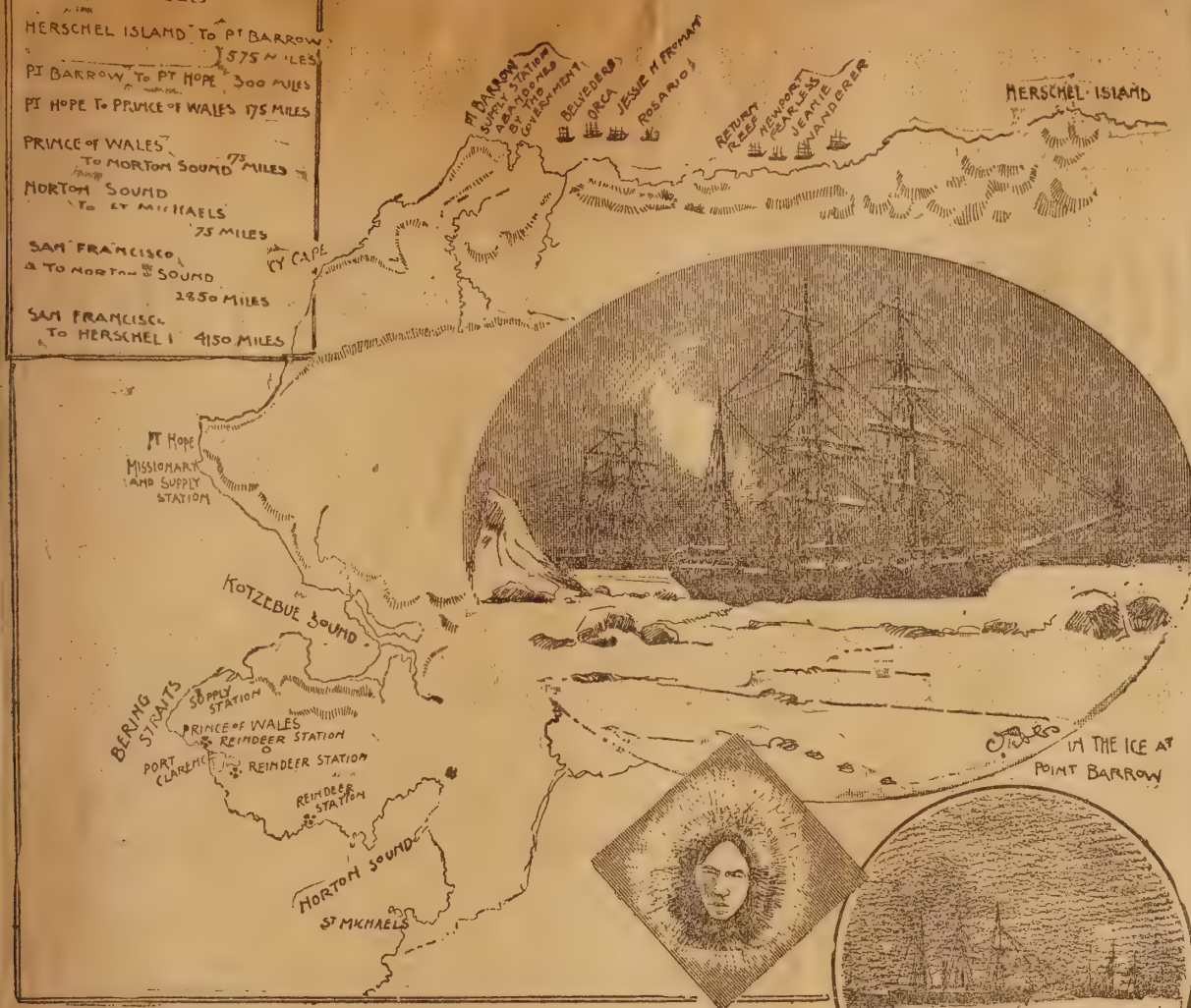
Anxiously and hurriedly we moved on at 1:45, and in three hours were aboard the Belvedere, where Captain Millard's thin and emaciated appearance was as much a surprise to us as our sudden and unexpected arrival was to him. He had been very ill, and his letters and the general news were like wine to his flagging spirits.

At Belcher Gruben had prepared us for all they had to tell us on the Belvedere. We came into the settlement of Cape Smythe, called Point Barrow, but which in reality is about nine miles from the most northern point of this continent.

At 11:30 a. m. Tuesday, March 29, 1898, Dr. Marsh of the Presbyterian mission was the first to greet us. We were soon joined by Willie Dryden, and these ran and talked in a most surprised and excited manner until we arrived at the old refuge station house, where we shook the hand of the aged and feeble Mr. Akin. The impediment in his speech, at other times hardly noticeable, was now so increased by

DISTANCES

HERSCHEL ISLAND To PT BARROW 575 N MILES
PT BARROW To PT HOPE 300 MILES
PT HOPE To PRINCE OF WALES 175 MILES
PRINCE OF WALES To MORTON SOUND 75 MILES
MORTON SOUND To ST MICHAELS 75 MILES
SAN FRANCISCO (Y CA) 2850 MILES
A To MORTON SOUND 2850 MILES
SAN FRANCISCO To HERSCHEL 4150 MILES



VESSELS OF THE FLEET OF WHALERS.

After a journey of 2,000 miles, the last 100 of them covered by sledge over fields of ice and snow, Lieutenant Jarvis of the revenue service has found the survivors of the missing fleet of whalers, bringing them supplies that will enable them to hold out until the arrival of the Bear relief expedition.

The suddenness of our coming that we left him gazing in wonder and hurried on to Charlie Brower's, where we found him just outside the house. He could not believe what he saw and heard and could not utter a word. Captain Sherman stepped up and said: "Where did you come from?"

"Dropped from Andree's balloon," Jarvis replied.

"I believe it," said Captain Porter. Tom Gordon, Fred Hobson and Mr. Ellis joined the little party and heard in a few words Lieutenant Jarvis explain the reasons for our coming. We were again welcomed and the efforts of our Government and "The Examiner" to relieve them was very much appreciated by the ice-bound men. The mail was distributed and more smiling faces loomed up among the much increased gathering from the quarters of men and officers throughout the village.

Providential Supply of Reindeer.

We learned that about the latter part of November, 1897, when the future for the next nine or ten months began to look gloomy and serious there appeared on the rolling hills southeast of Point Barrow small herds of wild reindeer. These kept increasing to such an extent that the natives, whom Charley Brower had sent into the country to hunt, were able to kill many of them. The deer were sent to Charley Brower, who distributed the meat among the people here and to those on the Belvedere.

The deer being disturbed by our hunters moved on to the vicinity of Harrison bay, where the Fearless, Newport and Jaenol were lying. Hunters were stationed in that country also and those vessels were supplied with all the venison needed. With every sledge load of deer from the hunting grounds came a supply of grouse and plenty of fish, so that up to the present time there

have been received 12,604 pounds of deer meat and 8,862 pounds of fish and 2,506 pounds of fowl. Of this there is on hand 5,491 pounds of meat. Some of this valuable cargo was hauled 230 miles, and there yet remains to be brought in at least 2,500 or 3,000 pounds more of meat, while the supply of fish is exhausted. The only difficulty in obtaining this reserve is that there are few dogs to haul it, but Mr. Jarvis will overcome this by sending the deer men and the sledges after it.

Burning of the Navarch.

The Navarch all this time appeared to be protected by some unseen hand and was determined never to quit the scene until every ton of provisions and coal could be delivered for the help and support of her sister ships. Her preservation seems miraculous, and when she came in for the last time all that remained was some coal and preparation had been made to relieve her of this, but about 4 o'clock on the evening of September 3d she was seen in flames. The two men accused of this fiendish piece of work were Sam Cowet and Will Bueschinger. They, as well as the rest of their shipmates, now see how criminal such a deed was, as they have been suffering for want of fuel.

The day after our arrival Mr. Jarvis and I made a tour of inspection and found that there were a hundred men quartered at Capt. Smythe—seventy-six of these in the old Kelly house and the remainder divided up between Charlie Brower's and the old refuge station, now occupied by Professor McIlhenny. This arrangement was the best that could be done at the time, but the men in Kelly's house were in a most wretched state, caused by insufficient room, leaking quarters and want of clothing. It reminded one of some overcrowded Chinese quarter, and all that prevented more sickness and death was the cold. It was necessary that

something should be done to better their condition, and there was one case of scurvy already and several threatened with the same.

Charles Brower, Dr. Marsh and Professor McIlhenny promptly laid aside all personal feelings in the matter and consented to an increase of the number already quartered with them so that the sufferers could be removed from the cold and damp surroundings. They were a happy lot, and the next day's inspection showed a great improvement in the appearance of the sick and the well.

In Great Need of Clothing.

The weather aided greatly in effecting the change, and the warm sunlight has done much to prevent suffering on account of their scanty and ragged clothing. Scarcely one of them will have a shirt to their backs by the time they arrive in San Francisco. Mr. Brower and McIlhenny have done everything possible to help them until now.

the supply, which was small at first, is about exhausted. However, the extreme cold weather is about at an end, and in two or three weeks a favorable change is looked for.

Heroes of the Expedition.

Mr. McIlhenny has lost much of his time and some material for the ethnological and ornithological work which he had come to Point Barrow to perform. There are three men who stand out pre-eminently above all others in the work and interest in these anxious times. These are first and foremost Lieutenant D. H. Jarvis, W. T. Lopp and Charlie Brower.

Charlie Brower is the hero of the hour here. His trouble began from the time he went aboard the Navarch. The way he managed to guide and save all that was possible of his party when left on the ice after

abandoning her the second time deserves the applause of the whole country. His wise counsel and forethought are acknowledged and appreciated by all.

Some one much in need of clothing robbed a dead Indian who had been buried in a good suit of clothes, taking a towel from his face and mittens from his hands. Being in need of some other article of clothing the marauder traded the mittens in the Indian village to a native. The widow of the dead Indian recognized the mittens, which disclosed the secret of the robbery of the dead, and spread consternation among the people.

There is enough of beans, deer meat, fish, salt meat and flour to last at two meals a day until the last day of August. The potatoes will hold out two months yet. A good many seals have been caught and the ducking season is not far away. Everybody is happy to think they have been so kindly thought of as to send an expedition to this far away spot and are impatiently and anxiously waiting for the good ship Bear, which is to hurry to the rescue.

KIG-E-TOWR-ROOK (Alaska), January 1 (via Seattle, July 20).—From the way obstructions and annoyances have been met and overcome by Lieutenant Jarvis in the first stage of our journey the outlook for the harder and longer portion appears very encouraging.

Yesterday was the only breathing spell we have had since leaving Cape Vancouver on the morning of December 16, 1897.

The dogs and sledges of Ellsaya, Kallun of Tun-Nun-Nuk were exchanged for those of the Alaska Commercial Company, which Mr. Heron gladly placed at our disposal. Mr. Englestadt and his team were also engaged to see that we got to Unalaklik, his home, and there furnish transportation to Golovin bay. He is quite an agreeable addition to our party, a splendid fellow, and has had lots of experience in the country. He is an admirer of Nansen. They are countrymen, and I believe classmates.

Here we overtook the sledge party in charge of Otto Polte sent out by Commissioner Shepard from Fort Get There to the coal mine recently located by him about twelve miles from Unalaklik. Polte is another excellent man for such work as we are now engaged in. He served in the navy for seven or eight years and was one of the crew of the ill-fated Rogers, and a member of the Tuner-McGrath boundary survey party. The weather this morning is warmer and the wind southerly, making the going very much of a drag.

COAL MINE, Norton Bay, January 3 (thermometer 84).—We are more than paid for our hard haul and pull over tundra, ice and beach by a very important event. Lieutenant Jarvis' prediction was verified. He had frequently said that we would meet some one as a messenger from Point Barrow. We had spent the night at Golova. A

way point, about twenty-five or thirty miles from St. Michael. The first two and a half or three hours was over the tundra through deep snow which had fallen yesterday and during the night. We had lots of company, fourteen people in all, and seven sledges; had arrived at a point on the bluff where we thought we could descend to the ice. Our sledges, dogs and all went tumbling over. Strange to say, no damage was done.

next **Fortunate Loss of a Woman's Pipe.**

As we ran out on the ice, we noticed a woman on snowshoes. Ingelstad hailed her to know the condition of the going farther on and soon left her. She said she was looking for her pipe, which was lost in the snow. Stephen Ivanoff, a Russian Creole and excellent guide, also stopped and talked to her. She was a stranger, and recognizing her language as that of these farther north, he asked her where she hailed from, and soon ascertained that she belonged to a

party from Point Barrow who had just missed us by passing beneath the bluff which we had gone over. Stephen came rushing after us with the news. Mr. Jarvis and I returned to the Indian woman. She recognized Jarvis, and seemed at once confident and pleased because she saw one in a strange country whom she knew had been kind to all her people. Stephen and another had been sent in haste to overtake the messenger, which they did after about two miles' travel. It was Mr. Tilton, third mate of the Belvedere, and the news from Point Barrow was sad indeed, and has long since been published, so I will not repeat it. Had it not been that the Point Hope woman lost her pipe that morning, the two messengers would have been missed.

Breaking a Trail With Snowshoes

OK-PUK-TOO-LUCK (Alaska, twenty-five miles northeast Cape Nome), January

16.—Since Mr. Jarvis heard the news of how affairs were at Point Barrow there is no heading him. Our progress has been slow since leaving St. Michael. The difficulties began when we arrived at a point about halfway across Norton bay. The wind had been southerly, and the precipitation principally snow, falling on the ice jammed beach, the shore resembling a miniature-mountainous country. It became worse as we neared Golovin, and the last three or four days required four men on snowshoes to break the trail for our dogs and sledges. Once, Saturday night the 8th instant, we failed to reach a village and were compelled to camp in the spruce woods on snow five or six feet deep. We were not lost, but the night was dark and the dogs were completely exhausted.

It is wonderful to watch the little fellows flounder about and persevere in the deep snow; but these dogs hate water as a mule does mud. It freezes and soon balls the snow on their feet, and so pains and annoys them.

Mr. Jarvis and I seldom venture off the sledge, for without snowshoes one would sink to the waist in snow on the surface and slush beneath. Once I thoughtlessly slipped off to get my matches, and there I stuck while my dogs and sledge went on. The wind was blowing and the snow falling thick and fast. Calling was useless. Polite glances around, saw my condition, returned and helped me out.

Greeted by the Deer Party.

On the night of January 10th, as we were approaching the foot of the portage between Norton sound and Golovin, we were delighted to see several lighted tents surrounded by many deer sleds. It was the deer herd going from Port Clarence to Unalaska.

Soon Dr. Kittleson, in charge, came to meet us, and that night arrangements were made so that at Golovin he would proceed with us by reindeer teams to Cape Prince of Wales. The deer party arrived next morning, consisting of Dr. Kittleson, with a double team and single deer, and Polk, a Lapp, with a sledge and deer each for Jarvis and me. Keok, a Cape Prince of Wales boy, with his double team and single deer, also joined us.

I shall never forget my first drive of this kind. I would like to tell you in detail, but haven't the time now. How madly they go tearing over the crusty snow, turning the sledge over and over; how we all got lost and separated in a storm; how Jarvis in this same dark blow got anchored to a stump, his deer gone and nothing to eat; our search for him, and how we found him just as he was about to haul his sleeping bag off the sledge and crawl into it for the night. All this in a gale, with snow so thick and blinding that one could see but a faint outline of the deer and sledge ahead of him, not twenty feet at the utmost, and the thermometer 16 degrees below zero. This was the day that I had both heels and my right hand frozen. The vigorous application of snow and massage of the hand and the rubbing of my heels restored sensation.

After Antisarlook's Deer Herd.

TSUI-NOK (Charlie Antisarlook's place, Alaska), January 19.—Barometer a. m. 29.75, p. m. 29.80; thermometer a. m. 14 below zero, p. m. 12 below zero. Left our cold little mound quite early and arrived here at 10:45 a. m. Antisarlook and his brother were out sealing; returned in the afternoon with one which his brother had killed. The little village was pleased with this small morsel because of the scarcity of food. Mary, Antisarlook's wife, prepared for our supper the liver, heart and a few pieces of seal steak, which was eaten with great relish. She asked me many times what had brought us to this country. Told her we were looking for whisky-making Indians. Enjoyed talking Russian with her. Lapp was surprised and asked Dr. Kittleson what language that was. Perhaps a Russian would have done the same. However, my knowledge of this language, though imperfect, has been of assistance to us on this expedition as well as in other experiences in Alaska. Dr. Kittleson and Lapp are asleep. Jarvis is quietly enjoying his pipe, but there is no mistaking the drift of his thoughts—a very important matter is soon to be discussed. That of the consent of Antisarlook to sell his deer herd.

As usual when strangers arrive in a northern village most of the people make a social call, mildly speaking. So Antisarlook's house, the best in Tsui-Nok, was crowded, and you cannot imagine the state of the atmosphere unless you have had a similar experience. When all was quiet Lieutenant Jarvis arose and requested that no one be present, except ourselves and Ke-Ok, a Cape Prince Wales boy, and Antisarlook's family. They were loth to leave, but when told they would know why presently they suitably retired.

Jarvis knew well the disposition and character of those he had to deal with and they knew him. He had for years met the Antisarlooks in this country, had never deceived or lied to them, had always been kind and never failed to bring to them anything which he had promised. So he first began by appealing to their sympathy and related minutely the condition of the unfortunate people at Point Barrow and concluded by saying that he would either buy or borrow the herd and pay them the money or return them with expected increase in the coming summer. There was silence for a moment, then Charlie said: "Let me and Mary talk."

They had a long talk on the subject, and Mary then said to me: "Tell Mr. Jarvis we are very sorry for the people at Point Barrow, and want to help them, but we hate to see our deer go because we are poor and our people in the village are also poor, and in the winter when we cannot get seals we kill a deer, and this helps us through the hard times. If we let our deer go what will we do? Charlie and I have not enough without them. Then there are some that do not belong to us. Should we let them go and they all not be returned the people will laugh and say mean things."

Dangers to the Natives.

Mary's lament was sad, and it really seemed like reducing these people to starvation to save others. Mr. Jarvis told them that he would furnish supplies for her and the family this winter by giving orders on the different trading stations. This had the desired effect, and when Antisarlook announced, after another consultation with Mary, that they would permit the deer herd to be slaughtered at Point Barrow, you should have witnessed the countenances of those present, especially the beaming face of our commander.

All took the pipe of peace and comfort, and a little later Jarvis began the request that Antisarlook go in charge of the deer. Here was an unexpected sorrow for his wife, and though he is her dearest treasure and protector, she consented, with a very strong and last request, not to let the Cape Prince of Wales or Point Hope people kill him, for they had made such a threat known to him after Kokituk was killed at the cape last winter.

The arrangements made with him were as follows: There are 138 deer—I believe 22 belong to his herders. There are about 100 cows, which are expected to have calves by their sides some time in April. Allowing that 85 would be about the right percentage of increase, it would require 223 deer to make good to these people what the United States Government, through Lieutenant Jarvis, had secured. After killing some of them for food, for Antisarlook's wife there remained 220 to be delivered to Antisarlook's home next year. Charlie was to be paid \$30 a month until he was returned on the Bear. All this Mr. Jarvis pledged his word to carry out to the letter.

Attachment of an Eskimo for His Deer.

When one thinks of what these deer are to these people; how they become attached to them and rely frequently upon them for food, not only to prevent starvation to themselves, but often to whole villages, one can judge of the self-sacrifice which it requires to part with them, and now let the Government and the people not only remember and appreciate, but properly reward such a spirit of generosity, coming as it does from Eskimo Indians.

PORT CLARENCE (Alaska), January 28.—Arrived here last night with the Antisarlook herd. The second day out, just before dark, a terrific gale sprang up suddenly directly in our faces. Attempted to make a moss pasture and shelter for the night. Failed, and was soon after struck by the storm with such force that the deer herd, blinded by the flying snow, turned and trampled over us and they went on with the wind. Protected by our own sledges and the deer, no serious damage was done. Finally we found each other and the dog sleds. We retreated for a mile or two, but failed to find a lee. Traveled back for three hours and at last came to an old fishing hut; climbed in at the window and there we were held for three nights with barely enough food for two more days and a long distance from our destination. About 1:30 p. m. on the 25th made another start, and though the progress for that day and the 26th was slow, yesterday we must have traveled with the deer nearly twenty miles, and it was well that we made this long, hard drive, for an hour after reaching here the barometer began to drop and did not cease until it had fallen from 30.20 to 29.30 this morning.

Upon my arrival here I found a letter from Lieutenant Jarvis stating that we would have the worst two days of the trip from here to Cape Prince of Wales and

the difficulties are increasing all the time.

Safe Across Miles of Ice.

CAPE BLOSSOM (Alaska), February 14.—It is impossible to express the feeling of rest and satisfaction that comes over us to think we are safely over the forty or fifty miles of ice extending between Espenberg and this point, where we crossed on the 12th instant. Ice on the Cape Prince of Wales side was heavy, broken and frozen into all sorts of shapes. That terrible country from Antisarlook's place is now behind us, and I know the trouble and delay have caused Lieutenant Jarvis many gray hairs.

My last communication was dated at Port Clarence. Leaving there on the afternoon of the 29th of January with the deer herd, I camped about twelve miles to the westward. The weather was southerly, thick and nasty, barometer rapidly sinking. Next morning

it was no better, and though we could not see more than two hundred yards ahead, we must be off. We were to make the portage from Port Clarence through the mountains to the Arctic side of the range extending to Cape Prince of Wales, where Jarvis and Lapp were no doubt anxiously awaiting us. Our course was northerly, and, finding some holes, we fetched up at night on the other side, in another terrible storm from the southeast. Quickly detaching our sledge deer, they rushed on after the herd, trailing their companions like hounds. I never dreamed that a tent could be erected in such weather, but it was done after a fashion, and soon the snow had so drifted and covered it and the sledges that it remained over us until the next afternoon.

It took two hours to dig ourselves out of the snow which had covered us during the night. The deer herd had been broken into two bands, and it was 12 noon February 1st before we were off.

February 2d we saw, from a high, snowy ridge toward the Arctic, Lapp's herd. The deer camp was reached at 2:30 p. m., and we received a warm welcome from our leader and Mr. Lapp.

The next day the start was made with about 435 deer. There were eighteen of them reserved for transportation purposes, and as this commissary department moved away from camp on the afternoon of February 3d toward Point Barrow there was much rejoicing. Jarvis and I remained with the herd until the 6th, but he could not be detained longer by the slowness of the herd, so we were off for Sin-er-a-get, a village on the coast.

Mr. Jarvis and I start for Point Hope in the morning. We have nearly 500 miles yet before us.

IN TENT, March 20.—We are fifteen miles south of Icy cape. Lieutenant Jarvis told Lapp that he would probably meet him again at Pitmegea, just north of Cape Lisburn. Lapp made the trip across this strip of country east of Point Hope in six days, and when Mr. Jarvis and I arrived at the place of meeting all that was visible from Lapp was a wooden cross with this inscription: "Letter between the boards. Arrived here March 7th. Look out for the train." Just below, stuck in the snow, was a piece of board on which was written: "Deer meat here."

It was very hard work from Lisburn, and before reaching Beaufort we had to double teams once, making not more than five or six miles. This was a terrible day. The eighteen dogs on one sledge could scarcely drag it through the deep, moist snow which had lately fallen. On the 13th we came to the camp vacated by the herd that morning. There was another cross and a note signed by Lapp, reading: "Will try to find better moss on the inside of the lagoon. Leave here March 13th."

All night of the 14th a storm was in progress and next morning the thermometer registered forty and remained so the 15th. The 16th was even worse, except all this time the poor dogs had nothing to eat save a little flour soup. Could not feed them any of the two seals because the deer herd was still ahead of us and it was yet a hundred miles before we could possibly meet with another supply.

About noon of the 17th we noticed on a hill far away a line of people. As we got under way again they started toward us, and delivered a note from Mr. Lapp stating that he had left there that morning. Glancing north we saw the herd slowly moving over the rolling white hills. Mr. Jarvis left me on the beach for the night and hurried on to the deer, ten miles away, and returned next morning. We agreed to meet Mr. Lapp at Icy Cape, where we arrived on the eve of the 21st. All that night and the 22d there was a nasty thick blow from the southwest. Not wishing to miss the herd we did not stir until this morning.

Up at 3 a. m. and Mr. Jarvis was to see if the herd could have passed the storm of yesterday. This proved the case, as not more than a mile from our camp, near Bain's house, covered the trail of the deer and they returned. We were off and about 100 further on found a scaffold on which the skin of a deer and a message on from Lopp, as follows: "Arrived here m. Tuesday, March 22d. Think past Icy Cape. Find meat in mo cache. Think sledge deer will be found better moss on inside of lagoon."

We were in better spirits after two we had fed our last piece of food dogs last night, and needed to be cached by Lopp. About noon we met Lopp and the herd, and I was glad to see them once more, as I had not seen since we parted company about 100 miles from Cape Prince of Wales. A meal of hard bread, tea and bannocks meat we passed the herd and led the way here.

Captain Tuttle's Report.

WASHINGTON, July 20.—The following telegram has been received from Captain Tuttle of the revenue cutter Bear: "The overland relief expedition, under the command of Lieutenant Jarvis, departed St. Michael, Alaska, June 20th."

"The overland relief expedition, under the command of Lieutenant Jarvis, departed Point Barrow March 29th, all well. Herd of reindeer in good condition. Food enough in sight to last until clothing and bedding mostly needed are obtained. That most of the will be saved. In that case there but 100 men for the Bear to bring

Elmira N.Y. Telegram
Feb 19. 1899.

GIVE THE ESKIMOS REINDEERS.

Now that congress has voted to give Spain \$20,000,000 consolation money for her sovereignty in the Philippines, and must also appropriate large sums to maintain order in our new possessions, it can hardly afford to refuse the small appropriations which Commissioner Harris asks for Alaska. The people of Alaska do not have to be "pacified" or civilized. The Eskimos are peaceable, orderly, industrious and ingenious. While the government has been spending millions of dollars to feed the Indians, the natives of Alaska have been supporting themselves from the products of their own skill and industry in a bleak and frozen country, where the climate makes the struggle for the necessities of life a desperate one. The implements these natives have devised for supplying their wants against adverse natural conditions are the marvels of travelers and biologists. But the time has come when the government must do something for its wards in the Arctic northwestern territory. The rapacity of the whalers and seal fishermen has robbed the Eskimo of his chief source of supply. With the vanishing whale blubber must come some other food product. The Eskimo does not ask the government to feed him. All he asks is that the government shall continue its policy of establishing reindeer stations, thereby giving him the opportunity to breed and domesticate the only animal that can be used in that climate and the only one that will subsist off the peculiar moss that grows under the snow. It is the opinion of government officials who have visited Alaska that the Siberian reindeer must solve not only the food problem but also the mining and transportation problem of Alaska. Having allowed the whalers and seal fishers to rob the Eskimo of his natural food supply, the government is under an obligation to provide some other means that will enable him to preserve his existence. Alaska has yielded enormous returns on the investment of 1867 in furs, fisheries and gold. In area it is more than three times that of Spain and more than four times that of the entire Philippine archipelago. It is doubtful if it has cost us during the past thirty-one years one-tenth of what we propose to spend for Spanish sovereignty in the Philippines. Congress should not only make a liberal appropriation for reindeer stations for the natives, but should make adequate provision for public schools and for the enactment of new laws for the control of the liquor traffic.

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FEB 22 1896

Reindeer for Alaska.

Commissioner W. T. Harris, head of the National Bureau of Education, has recommended to Congress the appropriation of \$45,000 for the introduction of domesticated reindeer into Alaska, and in a letter to the New York Times he explains why. The sum set apart by Congress to be expended under the direction of the Bureau of Education for the education of the Alaskans has been \$30,000 per annum for the past three years. The bureau has recommended, and the Secretary of the Interior has approved of the plan to make the education of the Alaskans not only a book education, but an education in the arts of civilized life, in so far as those arts are fitting and proper for the climate and surroundings of Alaska. Commissioner Harris believes that the breeding and training of reindeer would be a very proper industry for the natives of Alaska, and that 10,000,000 of these useful animals could find support from the immense fields of Alaska moss. They can be used for food and for transportation purposes. The object is to raise the natives from the position of fishers and hunters, the lowest natural condition of man, up to that of herders, one of the civilized conditions. The proposition is at once novel and interesting.

The plan of introducing reindeer in large numbers into Alaska has much to be said in its favor. Reindeer can live the year around on the moss which grows so abundantly in Alaska in the desolate cold regions where nothing else will germinate. The reindeer will furnish both food and clothing to the natives of Alaska and to the miners who continue to flock there in great numbers. Commissioner of Education Harris points out in the New York Sun that the destruction of the seal herds will take away the chief part of the revenue we derive from Alaska and throw the territory a dead expense on our hands. Professor Harris would have congress make an appropriation large enough to bring from Lapland at one time a herd of 5,000 of the arctic deer, bringing along Laplanders enough to teach the missionaries how to care for them. A herd of reindeer increases 50 per cent a year. As a source of profit Professor Harris thinks the reindeer might in time take the place of the seals. They not only give food and clothing, but also a safe and comparatively rapid means of traveling over the country.

Mail Alaska last Apr. 98

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end to the struggle is not reached before long.

The Outlook Dec 4. 1897

In 1890, while traveling through Alaska, Dr. Sheldon Jackson saw that the destruction of whales and walrus for commercial purposes was rapidly depriving the natives of their natural source of supplies of food and clothing. He conceived the idea of introducing the reindeer into Alaska, and of educating the natives to breed and train them. Laplanders were sent north, under contract with the Government, to herd the reindeer introduced from Siberia. The first herd, numbering 175, increased to over three hundred in less than three years, and the natives responded so well to this effort to establish this new source of food supply that in 1896 Dr. Jackson secured from the Government an appropriation of \$45,000 to increase the herds and for the reindeer station. The Alaskan Eskimos are a nomadic people, and the introduction of the reindeer, it was believed, would result in educating them to stability, as the reindeer would supply milk, meat, and clothing, and would also furnish a means of transit between the villages that were shut off from intercourse through the winter season. The dogs travel at a rate of but thirty-five miles a day, the reindeer at the rate of ninety miles a day, securing their food from the moss underneath the snow. Just now the value of the introduction of reindeer into Alaska is being demonstrated, as they may make it possible to reach the whalers now shut in by the ice in the Arctic regions north of Point Barrow. The reports state that on October 8, when the whaler Curlock came out of the Arctic Sea, four whalers were endeavoring to get out of the ice but could not. There are conflicting statements as to the food supplies on the vessels having the two hundred and sixty-five men on board; some believing that their provisions will last them till spring, and others saying that at the best the men will have to live on short rations and that they cannot be reached by water until July or August of 1898. The Government has undertaken to accomplish this task. The revenue cutter Bear left Seattle, Wash., on November 27, and hoped to reach Unalaska by December 8. The captain of the Bear means to penetrate to the northernmost point, Sledge Island, where the boat will land the sledge expedition, returning to Unalaska for the winter.

A proposition which will greatly increase

ALASKA MATTER.

Yukon Herald Feb 27. 96

Some agencies that cannot be found out are at work in Washington to defeat the appropriation asked for by Dr. Sheldon Jackson and supported by Dr. Harris, federal commissioner of education, for increasing the stock of Siberian domestic reindeer in Alaska. These influences secured the publication recently of a dispatch from the national capital containing the most vicious and unwarranted attack upon the integrity and good faith of Dr. Jackson which has appeared in print since that distinguished educator and missionary assumed the position of general agent of education in Alaska. In a recent issue the New York Mail and Express called attention to the matter, and in strong terms denounced the traducers of Dr. Jackson, whom many Montana people intimately and favorably know.

It appears that in seeking to further his educational labor and alleviate the conditions of northern Alaska, Dr. Jackson is conferring a positive benefit upon the government. The carrying out of his plans means, for instance, the ultimate establishment of a mail route from the most northern extremity of the territory down to Unalaska, where connection may be made by steamer with San Francisco. Such a reindeer line would cover probably 1,500 miles, and include all that region near the Yukon which is at present accessible only by Indians with dog sleds, but which the daring of American miners during the past year, proves must form the keystone of Alaskan development, by bringing to the surface great mineral wealth. The domestic reindeer of Siberia is necessary to accomplish these results, for railroads are impossible, and service by dog sled is not only much more hazardous, but would consume an inordinate amount of time.

The natives of the northern region are half starved through their improvident habits and by reason of the extermination of the wild reindeer which formerly roamed that section. They are now being taught how to care for themselves and how to herd and increase the domestic deer under a pledge of ultimate ownership which is proving a wholesome incentive. What is essential to both native progress and commercial development is the speedier method of purchase, and purchase in larger numbers. The appropriation of \$200,000 asked for will mean prompt advance instead of years of tedious toil. The possibilities of the reindeer in Alaska are to the arctic region of that territory as significant as were the transcontinental railroads to the United States at the time of their construction. The man who characterizes this enterprise as a humbug and the men behind it as charlatans is either a knave or a fool, and we suspect that he is no fool.

NOT OFFICIOUS.

Boston Journal
Commissioner of Education Harris

Thanks the Journal and Explains His Position. *March 2 '96*

To the Editor of the Boston Journal:

Dear Sir:—I write to thank you for your editorial commending the project of supplying reindeer for Alaska as worthy of the attention of Congress. I ask permission in this connection to set the matter right regarding the authority of the Commissioner of Education to make suggestions in the premises. During the past 12 years, namely since 1884, the Bureau of Education has been charged with education in Alaska, and 11 annual appropriations of money, varying from \$15,000 to \$50,000, have been made by Congress and expended under the direction of this bureau for the support of two classes of schools, namely those entirely under the direction of the bureau and those established by missionaries and receiving subsidies for their educational work.

It is in accordance with the traditions and practice of the United States Government that its functionaries in charge of its various executive offices should make recommendations from time to time as to methods of improving the administration of the business entrusted to their charge. Congress expects such recommendations and is more or less influenced by them. It seemed to me the evident duty of this bureau to recommend that the book education of the Alaskans should be reinforced by some education in the civilized vocations of life. The book education is very valuable because it makes English-speaking people of the natives. But an industrial education is necessary in order to complete the elevation of these people out of their savagery and into the arts of civilization. It seemed further that the vocation to be selected for the Alaskans should be of such a character as to develop the home resources of that Territory. It should make possible a large migration of the citizens of the States to that remote region. Reindeer culture offered itself as the very thing required. Under these circumstances the Commissioner of Education had no choice but to recommend the introduction of reindeer and the formation of a central herd from which he could stock the various missionary stations and render possible the training of hundreds of native herders. The recommendation met the approval of the Honorable the Secretary of the Interior and the favor of Congress. Three annual appropriations have been made for this purpose, the first being \$6000 and the second and third respectively \$7500.

I think that this statement will remove the appearance of officiousness from the recommendation.

I am, very respectfully your obedient servant,

W. T. HARRIS.

Commissioner.
Department of the Interior, Bureau of Education, Washington, D. C.

WOULD BUY MORE REINDEER.

Times Herald Chicago
W. T. Harris Desirous of Continuing the Experiments in Alaska. *Feb 16*

[SPECIAL TO THE TIMES-HERALD.]
WASHINGTON, Feb. 9.—An echo of the disastrous reindeer experiment of the government last winter, when a reindeer expedition was sent to the relief of the ice-bound whalers at Point Barrow, was heard in the house of representatives to-day, when W. T. Harris, the commissioner of education, asked for an appropriation of \$25,000 for continuing the experiment.

One-half of this sum is to be used at the outset in buying reindeer in Siberia and transporting them to Bering Straits and Point Rodney to replace the reindeer borrowed by the government for the Point Barrow expedition.

It is also proposed that the reindeer station in Alaska be maintained for the instruction of Alaskan natives in the care and management of the reindeer for domestic purposes. This will cost \$12,500 next year.

The Reindeer Bureau at Washington.

N. Y. Sun Feb 19 96
We print this morning a letter from the Hon. WILLIAM T. HARRIS, Commissioner of Education, replying to certain remarks of a correspondent of THE SUN about a pet project of the so-called Bureau of Education, namely, the scheme to stock Alaska with Siberian reindeer at the expense of the United States Treasury.

In his last annual report, dated Sept. 1, 1895, Commissioner HARRIS asked Congress for \$20,000 with which to buy some more reindeer. As the amount mentioned now in his letter is \$45,000, we suppose that the Commissioner's ideas are growing larger as his enthusiasm for reindeer increases.

What has the Bureau of Education to do with stock raising in Alaska or elsewhere? The law creating that bureau expressly defines its purpose and its functions:

"There shall be in the Department of the Interior a bureau called the Office of Education, the purpose and duties of which shall be to collect statistics and facts showing the condition and progress of education in the several States and Territories, and to diffuse such information respecting the organization and management of schools and school systems, and methods of teaching, as shall aid the people of the United States in the establishment and maintenance of efficient school systems, and otherwise promote the cause of education throughout the United States."

Has any subsequent legislation ever added to the duties of the Commissioner of Education that of reindeer breeding?

If the general clause empowering the bureau to "promote the cause of education throughout the United States" is held by Commissioner HARRIS to cover this wonderful reindeer enterprise of his, it would likewise enable him to go into the business of stocking Arizona and New Mexico with Bactrian camels, or of importing elephants and breeding them for ivory in the Everglades of Florida.

This is paternalism gone crazy. HOKE SMITH should restrict Commissioner HARRIS's bureau to its legitimate, if somewhat unnecessary duties, as they are defined in section 516 of the Revised Statutes.

SOMETHING BEFORE BOOKS.

Boston Journal March 96
A short time ago, in urging upon

Congress the advisability of a larger appropriation for the purchase of reindeer with which to stock Alaska, the Journal, although commending Commissioner of Education W. T. Harris for his zeal in this matter, stated that it was not easy to see just why this question fell within the duties of the bureau established "to promote the cause of education throughout the United States." In another column we publish a letter to the Journal from the head of the bureau in which he explains his position. In it he takes the altogether logical and practical stand of maintaining that books can be of little value in educating people in a community where the rudiments of civilization are but poorly appreciated. By recommending that our Northwestern Territory be stocked with reindeer, a step has been taken to turn the inhabitants from their condition of semi-savagery into that of herders, when books will be more suited to their training. We did not wish to imply that Commissioner Harris was officious and we cheerfully publish his explanation, repeating that we believe Congress will make no mistake in appropriating the small sums necessary for the adoption of his suggestions.

The Sun.

THURSDAY, FEBRUARY 6, 1896.

THE REINDEER HUMBUG.

A Foolish and Costly Attempt to Do a Useless Thing.

WASHINGTON, Feb. 5.—One of the most unblushing annual raids on the Treasury is that reindeer appropriation, which the Congress is urged to make for the purpose of supplying the Innuits of Alaska with the means of living in their own country; of saving them from starvation.

There are two fundamental falsehoods in the reindeer argument for an appropriation by Congress. These falsehoods were just as flagrant when this argument was first advanced in 1891 as they are to-day in the annual report of the Commissioner of Education for 1895.

First, it is false that our Alaskan Innuits were or are in danger of starvation. They have never been in such danger since the transfer to our Government of the region where they live. There has never been a year since then when the annual run of salmon from the sea has not in itself been ten times greater up the rivers, streams, and creeks of their country than they required for their entire food support for those years, each and every one, from Kotzebue Sound in the Arctic Ocean way down to Bristol Bay in Behring Sea. In addition to this abundant food supply the Alaskan Inuit has the winter fishing which every lake and considerable stream of Alaska affords; he has the greatest abundance of hair seals (*Phoca fetida*) and the big mak kook seal during winter months. He has lost the wolves and the whales, it is true, but with their loss he has still an overwhelming abundance, if he chooses to take care of it.

Secondly, the domesticated reindeer, or Siberian deer of the Tchoukies, are not going to be herded and cared for by our Alaskan Innuits. They simply will not subject themselves to that care. The Innuits can get their living easier by paying such attention as they choose to the bush resources of their own region. They are not going to follow the feeding herds, guarding them day and night from bears, wolves, and their own wolfish dogs throughout the year, as the Siberian Tchoukies do. The Asiatics are obliged to care for their herds in this way, or starve. The have no such natural supply of fish and game to draw upon for subsistence; hence their attention to the reindeer.

What has the Rev. Sheldon Jackson done with the deer which he has been able by the generosity of Congress to transport to Alaska from Siberia? He first put these animals in charge of a few native Siberians who originally owned the deer. These natives he was obliged to get rid of because they openly ridiculed the whole business when they saw what a good country the Alaskan Inuit had to live in.

This was awkward; so he sent for some Laps and hired them to take charge of the imported herd. A log house and stable for the Laps and the herd was built and dubbed the "Teller Reindeer Station," so that sturdy Senator's influence in behalf of renewed annual and increased appropriations should not be lost.

To-day this missionary reports that he has about 500 head of reindeer, all doing well in the charge of those hired herders from Lapland. But he is not satisfied with the well doing; he says that things are too slow; he wants Congress to give him \$20,000 for the introduction of more deer from Siberia.

He has got more deer to-day up there than the Alaskan Inuit will ever take care of. The deportation of a few hundred Siberian reindeer to the large and uninhabited islands of the Aleutian chain, where they could run and increase, free from bears, wolves, dogs, or any other natural enemy, would have been a sensible measure in 1891. The steps that have been taken are a clean and shallow steal, in so far as the public Treasury is concerned, or the wellbeing of the Alaskan Innuits.

Boston, U. S. A.

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That is the whole story.

The Commissioner of Education wants an appropriation of \$45,000 more for the purpose of buying reindeer as a means of rapid transit and food supply for the natives of Alaska. It seems that one company offers to let the Government have 1,500 of these Alaskan rapid transit dairies for \$30 apiece, which is a fair price considering the hard times. The reindeer preserves are a curious part of the great work of the Commissioner of Education. No doubt the educational influences of the Bureau of Education on the reindeer and of the reindeer on the natives are very beautiful, but the reindeer business is one of the most romantic into which the Government has ever gone, and that is saying a good deal.

Mail + Express
New York City Mar 2, 1899

HORSE "KNOCKED OUT."

Alaskans Have No Use for Him Since the Reindeer Has Shown What He Can Do.

Some interesting facts about the use of reindeer in Alaska are contained in the United States Commissioner of Education's report, just issued (Vol. II., pp. 1601-1647). The report states:

Siberian reindeer were first imported by our Government in 1891 as a humanitarian movement. The Alaskans were ready to starve, for their sole food—whales, walrus and native game—had been mostly killed or frightened away by white hunters. The progress from this initiative has been great. In July, 1897, the Alaskan herds amounted to 1,466, at four stations north and south of Prince of Wales—the most western cape on the American mainland. This number has since greatly increased, not only by native births, but by an agency established in Siberia for securing animals all through the year and having them ready for transportation within the brief summer in which navigation is permitted by arctic ice. Siberian owners often refused to sell their reindeer unless they were themselves taken along to care for those "members of their families," and they became schoolmasters, as it were, to Alaskan herder apprentices.

It was soon, however, ascertained that the Lapps were superior to all other nationalities as regards the most improved methods of handling reindeer. An agent dispatched to Lapland prevailed on seven families of the most expert trainers to teach their mystery in Alaska for three years. This service they performed with gratifying success. Then three of them were persuaded to remain, becoming herd owners, while four, in accordance with the original terms, were carried back to their homes. The reindeer superintendent Kjellmann—whose name bespeaks a Norseman, if not a Lapp—soon went abroad with orders to import a permanent colony from Lapland for building up a sort of normal school of reindeer culture.

It is now demonstrated that for the development of Alaska reindeer are an absolute necessity. Dogs, horses and mules are as nothing in comparison. They all starve where the reindeer finds plenty to eat, and freeze where he has no care for shelter. The capabilities of our arctic camels have never been so tried and found not wanting as in Alaska. In the winter of 1896-7, when Congress had voted \$200,000 for sending food to starving Klondikers and 400 whalers frozen in still further north, it proved that no other creature but the reindeer could either find food on the routes of rescue or draw enough of it for its own subsistence. Reindeer gathered from the different stations then afforded the only reasonable plan of relief, and showed beyond a doubt that they are invaluable as freighters, mail carriers and aids to miners prospecting where no other means of transportation can carry them.

Early in 1897 three men with seventeen reindeer finished a trip of 2,000 miles, the longest known to have been ever made with the same teams. Their route was through unknown regions, partly to discover new oases of moss pasture and partly to learn what could be done away from trains and timber. In twelve hours of one day they made eighty-five miles. The cold was sometimes 77 degrees below zero, but the colder it was the more the reindeer thrived, and at night found their own food. In spite of a poorga—which is a blizzard raised to the highest power—all would have gone well to the end. But when nearing their goal no moss could be discovered where it had been declared to abound. After all, in a forced march of four days, four out of the seventeen in the foodless teams perished.

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Feb 7, 1896
N. Y. Sun

REINDEER FOR ALASKA.

Commissioner Harris Tells What Has Been Done and Can Be Done With Them.

TO THE EDITOR OF THE SUN—Sir: I notice an article in the issue of your paper of Feb. 6 in regard to the recent proposal to appropriate the sum of \$45,000 to introduce domesticated reindeer into Alaska. In the article that you have published you say that the object is the prevention of starvation on the part of the natives.

From the fact that Alaska furnishes in immense quantities the moss on which the reindeer feed, it has been inferred correctly that the breeding and training of the reindeer would be a proper industry for the natives of Alaska and at once make these natives useful to white settlers who should go there. Little can be done with agriculture in that region, but a large population may yet live on the productions of Alaska if the immense fields of moss are made available through the mediation of the reindeer. Judging by the experience of Lapland and Finland, nearly 10,000,000 reindeer could easily find permanent support on the moss of Alaska. The native, instead of being in danger of starvation, would then furnish a permanent supply of food, not only for his own people but for Arctic voyagers, for the immigrants to the mines, and for the other settlers from the States.

But the question of food supply is not the only one. The communication from one point to another during the long winters of Alaska is by dogs. But transportation by the reindeer is much more speedy and sure. The reindeer can find his subsistence at any point in Alaska in midwinter, wherever his driver turns him loose; but food for the dogs in travelling has to be transported with the baggage that he carries or else must be found at the frequent villages which make possible any journey with dogs. The introduction of reindeer, therefore, is the key to the entire situation.

Alaska has been and will be an item of great expense to the United States Government. This expense has been met by the seal production until the recent destruction of the fisheries. Meanwhile, what shall be done with Alaska, this territory of 580,000 square miles? During the last year nearly \$1,000,000 of gold was mined in those regions. The miners must have their food brought from the States. Their communication with the civilized world is limited to a brief period in the summer. But the reindeer can furnish food and transportation in sufficient quantities provided the natives are trained so as to become herdsman. The missionary stations, twenty in number, of all denominations—Catholics, Russians, and various Protestants—are eager to undertake the instruction of their pupils in the art of breeding and herding the reindeer. This bureau has already been engaged in this experiment since 1891. The first year there were obtained 16 reindeer; the second, 171; the third, 127; the fourth, 120, and last year, 130. The possibility of transporting the deer across the sea, and subsisting him en route, and of keeping a herd on this side, has been fully demonstrated. We have purchased in all 564 deer, and there have been born in Alaska from this herd 571 fawns. Seven families of Lapps have been procured to teach the improved methods of breeding and caring for these reindeer, and they have met thus far with excellent success. Whereas, in 1894, under Siberian herdsman, the mortality of the reindeer was so great that out of 180 born 41 were lost, under the care of the Lapps out of 223 born in the spring of 1895, only 16 were lost. We have at present a herd of 910 reindeer and the rate of increase is about 50 per cent. annually. The first attempt was made during last year to transport some of this herd to the missionary stations south of Golovin Bay and the Yukon River.

With the small herd that we have thus far collected we have solved the problem of the introduction of the reindeer, and find that this animal can be domesticated in Alaska and do all that was claimed for it at first. But it should be introduced in large numbers. The United States ought to purchase at least one large herd. What would be called a large herd in Lapland is 5,000 deer. But the request has been made on Congress to furnish only 1,500 reindeer and this recommendation has been made in the interest of economy. The United States will be at a continued expense in providing for this distant region until it brings the people to self-support. It may as well have the whole region yield a profit to immigrants who go there, and to the Government itself, for the creation of great herds of reindeer will create a taxable property in that region. What reason is there, therefore, to increase this herd by the insignificant numbers of 200 and 300 a year, when by a more liberal expenditure a herd of 1,000 to 5,000 may be created at once, whose natural increase will be sufficient to furnish herds in a year or two to all the points held by missionaries or white settlers? Is it economy on the part of the United States Government to spend \$20,000 a year for the support of the native inhabitants in danger of starvation, as at the islands of St. Paul and St. George? Or is it best to spend \$45,000 or \$50,000, once for all, and have reindeer enough to stock all the islands and great herding stations on the mainland?

I do not wish to deprecate the sentimental argument which is appealing so strongly to the kind-hearted people of the United States. But it is very unjust to suppose that the sentimental argument is the only argument. This enterprise—the introduction of reindeer into Alaska—appeals to the coldest-hearted political economist as well as to the warmest-hearted missionary. It proposes to raise these people from the position of fishers and hunters, the lowest natural condition of man, up to that of herders, one of the civilized conditions of men. And it is this latter reason that makes us repudiate the plan of stocking islands like the Aleutian and St. Lawrence islands, for example, with tame reindeer, letting them run wild again in that region. We think it very important that the tame reindeer should be kept tame, and the native be elevated to the place of the herdsman, who rears the tame reindeer as a beast of burden and transportation and as a furnisher of food.

W. T. HARRIS, Commissioner.

BUREAU OF EDUCATION, WASHINGTON, Feb. 13.

REINDEER FOR THE ALASKANS.

A Letter from the Commissioner of Education.
N. Y. Feb 27, 96

TO THE EDITOR OF THE SUN—Sir: I write to thank you for kindly inserting my letter of the date of the 13th inst., and I ask permission to explain the situation in which I find myself placed by your editorial of the 17th inst., in which the law creating this bureau is quoted and the question asked, "Has any subsequent legislation ever added to the duties of the Commissioner of Education that of reindeer breeding?" The question is pertinent enough, and had I been able to foresee the difficulty in the matter I should have explained in my former letter that my interest as Commissioner of Education in the subject is not an impertinent or self-assumed one nor outside of the duties of my office, but one that has been created for me by the acts of Congress for eleven years, and by assignment to me by my official superior, the honorable the Secretary of the Interior. In 1884 Congress made the first grant to establish schools in Alaska, and placed this under the charge of the honorable the Secretary of the Interior, who assigned the care of the establishment and management of the Alaskan schools to the Bureau of Education.

It is in accordance with the traditions and practice of the United States Government that its functionaries in charge of its various executive offices should make recommendations from time to time as to methods of improving the administration of the business intrusted to their charge. Congress expects such recommendations and is more or less influenced by them. It seemed to me the evident duty of this bureau to recommend that the book education of the Alaskans should be reinforced by some education in the civilized vocations of life. The book education is very valuable because it makes English-speaking people of the natives. But an industrial education is necessary in order to complete the elevation of these people out of their savagery and into the arts of civilization. It seemed further that the vocation to be selected for the Alaskans should be of such a character as to develop the home resources of that Territory. It should make possible a large migration of the citizens of the States to that remote region. Reindeer culture offered itself as the very thing required. Under these circumstances the Commissioner of Education had no choice but to recommend the introduction of reindeer and the formation of a central herd from which he could stock the various missionary stations and render possible the training of hundreds of native herders. The recommendation met the approval of the honorable the Secretary of the Interior and the favor of Congress. Three annual appropriations have been made for this purpose, the first being \$6,000, and the second and third, respectively, \$7,500.

I think that this statement will remove the appearance of officiousness from the recommendation. I am, very respectfully, your obedient servant, W. T. HARRIS, Commissioner.
WASHINGTON, Feb. 25.

Grand Rapids Herald
Government Propagation of the Animals Under Laplander Herdsmen.

Feb 23, 1896

The secretary of the interior has approved and forwarded to congress the recommendation of the commissioner of education that the sum of \$45,000 should be appropriated the present year for the purchase of reindeer, the same to be furnished by the lowest bidder and delivered at suitable points on the Alaskan coast. Fifteen hundred to two thousand reindeer would, it is thought, be secured by this sum. Added to the nine hundred or more deer already in the herd kept at Port Clarence, near Bering strait, there will be a stock of twenty-five hundred or more. The natural increase of a herd of reindeer, judging from the experience of the last four years in Alaska, amounts to upwards of 50 per cent increase in the entire herd. With three thousand reindeer the annual increase would be at least fifteen hundred, and the bureau of education could distribute in the first year a sufficient number to each missionary station and white settlement to provide herds of from one to two hundred each. These under the care of Lapland herdsman and with additions from the central herd on following years would soon grow to be large herds. Through the efforts of the missionary schools and the government schools the natives would learn to breed and train the reindeer and the native population would thus be raised from the savage state of mere hunters and fishermen to the higher condition of nomads or herdsman. Whereas now intercommunication between the villages in Alaska is very precarious in the winter time due to the fact that the dogs that draw the sledges have to creep along from village to village in order to procure their necessary food, on the other hand the reindeer can procure his food immediately from the moss under the snow at any point where he is turned loose. The dogs travel at the rate of thirty-five miles a day while the reindeer travels ninety miles a day. It would be possible to have communication with all the settlements scattered through Alaska once in two weeks during the long winter season. Once large herds of reindeer are established in Alaska a plentiful supply of the best food will become everywhere available. The danger to miners and other settlers who run the risk of coming short of provisions in case of mishaps to their annual stores would be removed as well as the danger to those natives who have been deprived of their food by the destruction of the walrus and whale. There is no reason why a large population of hardy people should not live and find profitable industries in Alaska. The one food supply that amounts to anything is the long, white fibrous moss (cladonia rangifer) which exists in such abundance that ten million of reindeer can subsist upon it within the territory of Alaska, judging by the experience of those countries like Lapland and Finland, where similar conditions exist.

The main argument used by the commissioner of education for this appropriation on the part of congress is not chiefly the one based on the christian sentiment of the people, an appeal to prevent starvation, although all missionaries and other authorities report numerous cases of death by starvation. The object of the introduction of reindeer is not to afford a temporary relief by furnishing food to the natives, but rather the transformation of a people from the savage employments of hunting and fishing into a higher grade of civilization, that of herdsman and teamsters. In the condition of herdsman and teamsters these people at once come into profitable business relations with the rest of the world. They furnish deer skins and meat for commerce and they furnish the rapid transportation needed to make safe and prosperous the settlements in that territory.

TAKING REINDEER TO ALASKA.

There are few persons in America who do not know something of the introduction of the domestic reindeer into Alaska. All who are interested in this enterprise couple with their knowledge the name of Dr. Sheldon Jackson, who first saw the need of supplying food and clothing to the nearly destitute natives, and who has advocated and personally overseen the introduction of domesticated reindeer into Alaska. It may be of interest to the general reading public to know, also, something regarding the transportation of these deer across the Bering sea from St. Lawrence bay, Siberia, to Port Clarence, Alaska, in the present summer of '98.

The steamer Del Norte left Eafon reindeer station on the evening of August 3, with Dr. Sheldon Jackson, the Rev. Mr. Doty and myself, on our way to the Siberian coast—a dreamland country, as we supposed, where nothing grew but moss, Eskimos and the polar bear, and where the only habitation was the conical snow hut. After landing goods at Golovin bay and putting in at Port Clarence, we passed Cape Prince of Wales and found ourselves on the morning of the 7th nearing the czar's domains. The pictures of tundra had all flown. While there were still snow and ice near the shore, wild ducks could be seen flying in great numbers, and flowers of various colors were growing in their green beds of grass and moss. The snowhouses were not snowhouses at all, and, although they retained their conical shape, they were made of walrus hides and deer-skin and could be seen in the distance. Shortly after the whistle sounded as we made a landing many skin canoes, loaded with the Eskimos, came paddling toward us. Most of the visitors were dressed in furs and skins from head to toe. A few had taken on the white man's dress, and a bicycle cap, with the long green visor, looked rather out of place with the spotted deerskin parka and tight-fitting deerskin trousers. An ancient Prince Albert, which had been altered for the occasion, was conspicuous. The women, who came up over the railing, all wore blouses and a loose-fitting skirt, which reached half way to their knees, both being made of deerskin. Their boot legs were their pockets, in which they managed to store all manner of curious things. They all came aboard and literally covered the decks. They had brought their sealskin trading bags along with them, and were soon perfectly at home. When asked where the deer were they seemed to know nothing about them at first, but

later on said: "Deer plenty sleep away." Meaning that it would take several days to reach them.

After some delay and travel along the coast, Mr. Doty and myself started one morning across the country on the quest for deer. The morning was bright and warm, and the flowers and grass grew in great profusion upon the Siberian tundra. From the top of a hill, at last, we caught sight of hundreds of the antlered deer cropping the grass around a small lake covered with snow and ice. We passed through the herd, sliding and walking over the frozen lake, and finally reached the tent of the deer man, and, stooping down, followed our guide inside.

It was a queer home. In the center was a fire made from the roots and stems of the dwarf willow, and over the fire, hanging on a tripod, was a kettle in which had been placed deer meat for cooking. Around the fire underneath the kettle they were baking the hoofs of the deer, which they consider dainty morsels. From the supports hung dried seal and deer meat, bags of seal oil, herbs and furs. To one side was the sleeping apartment, an inclosure made by stretching soft-tanned deerskin upon a frame probably four feet high, eight feet long and six feet wide. The front skin hung as a great curtain, and could be raised from the bottom. No immediate covering is used by the sleeping Esquimaux. They keep themselves warm in very cold weather by lighting an earthen lamp filled with seal oil, and when the weather is not severe they are kept warm from the heat of their own bodies, even though all the clothing is removed upon going to bed.

When we reached the tent the deer man and his boys were still in bed, although one of his wives had risen, prepared the wooden platter and filled it with dried deer meat and seal oil, of which they were all eating. We stated our message, and, as we had to use a limited number of words to express ourselves, it was some time before we could be assured that we were understood. We could not get the deer that day. Satisfactory arrangements were made that day and on the following morning a whole herd had been driven upon the beach. The flat-bottomed scow was taken over from the ship and the lassoing of the deer began. The animals kept constantly on the move as they were being caught, generally running in a circle. Three men threw the lasso, four men took them from the field to the scow and assisted the two men stationed there in throwing them and strapping their legs together, the other twenty or thirty men formed a semi-circle and kept them from breaking away. The women and girls were engaged in getting grass for the deer, and received four hardtack for every gunny-sack of grass which they picked. The deer feed mostly upon grass during the summer months and eat moss in the winter time. As the most of those which we captured were young does they did not average over 425 pounds, and could be easily handled by four strong men. After being placed in the scow they were taken to the ship in loads of from thirteen to twenty, where they were elevated upon the deck in a large box, which held two or three, according to the size of the deer. After reaching the deck they were put in pens and allowed to move about.

The first day fifty-nine were loaded, most of them being of a brown or mouse color. Some were spotted, while some were pure white. These the natives kept, as they wanted their skins for trimming their clothes. The horns were very large, and it is surprising how such a small animal can carry so much upon its head. A load of 150 was finally secured and the natives paid with rifles, kettles, knives, cloth, flour, molasses, hardtack and sugar. Whisky was universally demanded, but none was given them.

We left for Port Clarence the evening of August 11, and arrived the following morning. One-half of the deer were made to swim ashore, a distance of three-fourths of a mile, while those which were first put on, being weaker, were taken ashore in the scow. This brought to an end one summer's work in transporting domestic reindeer from Siberia to the feeding pastures of Alaska.—F. H. Gambell, Government Physician, in Chicago Record.

Reindeer in Alaska.

Commissioner Harris of the Bureau of Education has written an "open letter" in which he makes a strong argument in favor of the proposition to appropriate \$45,000 to introduce domesticated reindeer into Alaska. He says Alaska has been and will be a source of great expense to the United States. This expense was offset to some extent by the seal production, but the extermination of the seals will remove that source of revenue. To develop the country and to make it more productive transportation facilities must be increased, and this can be accomplished by the use of reindeer for carrying supplies to the miners during the long Arctic winter, when reindeer sledging is good.

The Bureau of Education has demonstrated that the reindeer can be brought to Alaska from Lapland and there propagated. It has purchased in all 564 reindeer, and there have been born in Alaska from the herd 571 fawns. Seven families of Lapps were brought to Alaska with the deer to teach the Alaskans how to breed and care for them. Siberian herdsmen were first tried, but they were unsuccessful. Forty-one out of 186 reindeer born in the herd in their charge died. The Lapps lost only fifteen out of 223 reindeer born during the spring of 1895. The Bureau of Education now has a herd of 910 rein-

deer in Alaska, and the rate of increase is about 50 per cent. annually. It is estimated that the natural increase of a herd of from 1000 to 5000 would furnish herds in a few years to all points held by missionaries or by white settlers.

The food element of the reindeer proposition is not the least interesting. Alaska is covered by a moss upon which the reindeer feeds. This moss is so plentiful that it is estimated that 10,000,000 reindeer could easily be supported upon it. This being the case it can be readily seen that the introduction of reindeer into Alaska would solve the food problem permanently among a people who can secure no support whatever from the soil.

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REINDEER FOR ALASKA.

N. Y. Sun Feb 17 96
Commissioner Harris Tells What Has Been Done and Can Be Done With Them.

TO THE EDITOR OF THE SUN—Sir: I notice an article in the issue of your paper of Feb. 6 in regard to the recent proposal to appropriate the sum of \$45,000 to introduce domesticated reindeer into Alaska. In the article that you have published you say that the object is the prevention of starvation on the part of the natives.

From the fact that Alaska furnishes in immense quantities the moss on which the reindeer feed, it has been inferred correctly that the breeding and training of the reindeer would be a proper industry for the natives of Alaska and at once make these natives useful to white settlers who should go there. Little can be done with agriculture in that region, but a large population may yet live on the productions of Alaska if the immense fields of moss are made available through the mediation of the reindeer. Judging by the experience of Lapland and Finland, nearly 10,000,000 reindeer could easily find permanent support on the moss of Alaska. The native, instead of being in danger of starvation, would then furnish a permanent supply of food, not only for his own people but for Arctic voyagers, for the immigrants to the mines, and for the other settlers from the States.

But the question of food supply is not the only one. The communication from one point to another during the long winters of Alaska is by dogs. But transportation by the reindeer is much more speedy and sure. The reindeer can find his subsistence at any point in Alaska in midwinter, wherever his driver turns him loose; but food for the dogs in travelling has to be transported with the baggage that he carries or else must be found at the frequent villages which make possible any journey with dogs. The introduction of reindeer, therefore, is the key to the entire situation.

Alaska has been and will be an item of great expense to the United States Government. This expense has been met by the seal production until the recent destruction of the fisheries. Meanwhile, what shall be done with Alaska, this territory of 580,000 square miles? During the last year nearly \$1,000,000 of gold was mined in those regions. The miners must have their food brought from the States. Their communication with the civilized world is limited to a brief period in the summer. But the reindeer can furnish food and transportation in sufficient quantities provided the natives are trained so as to become herdsman. The missionary stations, twenty in number, of all denominations—Catholics, Russians, and various Protestants—are eager to undertake the instruction of their pupils in the art of breeding and herding the reindeer. This bureau has already been engaged in this experiment since 1891. The first year there were obtained 16 reindeer; the second, 171; the third, 127; the fourth, 120, and last year, 130. The possibility of transporting the deer across the sea, and subsisting him en route, and of keeping a herd on this side, has been fully demonstrated. We have purchased in all 564 deer, and there have been born in Alaska from this herd 571 fawns. Seven families of Lapps have been procured to teach the improved methods of breeding and caring for these reindeer, and they have met thus far with excellent success. Whereas, in 1894, under Siberian herdsman, the mortality of the reindeer was so great that out of 186 born 41 were lost, under the care of the Lapps out of 223 born in the spring of 1895, only 15 were lost. We have at present a herd of 910 reindeer and the rate of increase is about 50 per cent. annually. The first attempt was made during last year to transport some of this herd to the missionary stations south of Golovin Bay and the Yukon River.

Christian Work N. Y. Mch 19, 1896

Rev. Dr. Sheldon Jackson, missionary at Alaska, did a good thing, a very good thing, when he secured reindeer for Alaska. Their utility has been clearly established. They are swifter than dogs, traveling ninety miles a day, whereas the former can average but thirty-five, thus making swift communication between the scattered settlements feasible. Their natural increase is rapid—estimated at fifty per cent.—so that in a brief time large herds may be expected, which, being distributed among the missionary and Government school stations, would afford a new and higher employment for the contiguous native populations, transforming them by degrees from the precarious pursuits of hunting and fishing to the more profitable and steady condition of herdsman. Then there are the skins and meat of the reindeer, the former valuable for clothing and the latter for home consumption and trade. The natives are finding them a veritable godsend. At present nearly 1000 head are herded at Port Clarence, near Bering Strait. In recommending this year an appropriation of \$45,000, which would swell the number to 2500, Dr. Harris, the very able Commissioner of Education, shows wisdom which supplies its own defense against the foolish adverse criticism to which he has been subjected.

With the small herd that we have thus far collected we have solved the problem of the introduction of the reindeer, and find that this animal can be domesticated in Alaska and do all that was claimed for it at first. But it should be introduced in large numbers; the United States ought to purchase at least one large herd. What would be called a large herd in Lapland is 5,000 deer. But the request has been made on Congress to furnish only 1,500 reindeer, and this recommendation has been made in the interest of economy. The United States will be at a continued expense in providing for this distant region until it brings the people to self-support. It may as well have the whole region yield a profit to immigrants who go there, and to the Government itself, for the creation of great herds of reindeer will create a taxable property in that region. What reason is there, therefore, to increase this herd by the insignificant numbers of 200 and 300 a year, when by a more liberal expenditure a herd of 1,000 to 5,000 may be created at once, whose natural increase will be sufficient to furnish herds in a year or two to all the points held by missionaries or white settlers? Is it economy on the part of the United States Government to spend \$20,000 a year for the support of the native inhabitants in danger of starvation, as at the islands of St. Paul and St. George? Or is it best to spend \$45,000 or \$50,000, once for all, and have reindeer enough to stock all the islands and great herding stations on the mainland?

I do not wish to deprecate the sentimental argument which is appealing so strongly to the kind-hearted people of the United States. But it is very unjust to suppose that the sentimental argument is the only argument. This enterprise—the introduction of reindeer into Alaska—appeals to the gold-hearted political economist as well as to the warmest-hearted missionary. It proposes to raise these people from the position of fishers and hunters, the lowest natural condition of man, up to that of herders, one of the civilized conditions of men. And it is this latter reason that makes us repudiate the plan of stocking islands like the Aleutian and St. Lawrence Islands, for example, with tame reindeer, letting them run wild again in that region. We think it very important that the tame reindeer should be kept tame, and the native be elevated to the place of the herdsman, who rears the tame reindeer as a beast of burden and transportation and as a furnisher of food.

W. T. HARRIS, Commissioner.
BUREAU OF EDUCATION, WASHINGTON, Feb. 13.



Dr. Sheldon Jackson, U. S. Commissioner of Education of Alaska, and well-known Missionary.

It is stated that the reindeer which were introduced into Alaska largely through the efforts of Rev. Dr. Sheldon Jackson, who is a kind of apostle of Alaska, have been giving a good account of themselves. While a dog can average but thirty-five miles a reindeer can make ninety miles a day. Swift communication between many of the scattered settlements has thus been made feasible. The natural increase of the reindeer is rapid, being estimated at fifty per cent, so that large herds may be expected in course of time. At present nearly one thousand head of reindeer are herded at Port Clarence, near Bering strait. Numbers of the natives whose homes are contiguous to the government school stations are thus being lifted by degrees from a dependence upon the uncertainties of fishing and hunting to the more steady and comfortable condition of herdsman. The skins and meat of the reindeer are also valuable, so that Alaska is finding the animals already imported a veritable godsend.

The spirit of true religion is always favorable to education. This fact has received abundant illustration on both foreign and home soil. The North and West points out that Hamilton College was founded to educate the Indians. At Wabash the founders knelt in the snow to consecrate the site to God. Carlton College was once so small an enterprise that a professor

N. Y. Observer, April 2, 1896

PRESBYTERIAN BANNER

Three January Sabbaths at Alten, Lapland.

(Three and one-half degrees north of the Arctic Circle.)

BY DR. SHELDON JACKSON.

At eleven o'clock I went to the Lutheran church, which was situated on the summit of a high hill quite remote from the houses of the village, the latter being stretched along the beach. It was a plain, frame building, with a small tower and bell in the center of the gable, the galleries extending across the end and half way on three sides of the church; an altar with a plaster of paris figure of the Saviour, and two silver candlesticks was behind the second railing. The platform behind the second rail and around the altar was elevated a foot higher than the platform between the first and second rail. The pulpit was in one corner, and its floor was eight feet above the floor of the church, being reached by very steep spiral staircase. The minister came in from behind the altar, dressed in a black gown, with a large white ruffle around his neck. Facing the altar, with his back to the audience, he engaged in silent prayer, at the close of which the sexton stepped forward and placed a white surplice or garment over the black robe, and then over all a red velvet cape, which had a large gilt cross embroidered on the back. After robing, the minister continued facing the altar, while the precentor came forward and read portions of the litany, led in prayer and sang two or three hymns. At the close of the hymns the sexton came forward again and removed the cape and white garment from the minister, who then left the altar and returned into his private room, while the precentor led the singing of another hymn (there were eleven hymns sung during the service), after which the minister came from his study, ascended the stairs to his lofty pulpit, read a short portion of Scripture, and preached an animated sermon about 37 minutes long. In the meantime the sexton, who had a seat on the platform at the opposite side from the precentor, rose, put on his overcoat and gloves, took his cane, took up a copper kettle, which was on the floor near his seat, marched down the middle aisle and out of the church. After the sermon the minister again retired to his private room, while the precentor took charge of the worship. After a little the sexton returned to the church with a kettle of warm water. A stand and bowl was set in the center aisle of the church, and the water poured into the bowl, after which three women, one carrying a babe, came out of the pastor's private room, crossed the pulpit platform, and ranged themselves in a line in front of the font, on the women's side of the church; the women and men occupying separate sides. The women at the font were joined by a woman who left a pew for that purpose, and then a man and two boys came forward and stood beside the women. After the baptism of the infant, singing and benediction, the congregation dispersed.

At the beginning of the service, an amateur organist attempted to play the tunes

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on an old melodeon, but in the second hymn broke down; after that the precentor evidently gave out more familiar hymns, which were sung without reference to the assistance of the instrument. On the Sabbath that I witnessed the communion there was another infant baptism, at the close of which the precentor came forward and started a hymn; during the singing the sexton lighted two large candles on the altar and robed the minister with his white surplice and red velvet cape, then a man and three women came forward and stood in front of the railing to the altar. After prayer and reading of the liturgy and singing, the minister helped himself to the bread and wine while facing the altar, then turning around the four communicants drew near the altar, and the minister placed a portion of the bread in each mouth, after which he held the cup to their lips. On confirmation Sabbath, the young people who are confirmed are expected to commune together, but after that they select their own times for communion. It seemed hardly in keeping that while the minister was robed in his gorgeous vestments that he should be wearing a pair of clumsy reindeer shoes with hooked toes, like those of the Lapps.

On the first Sabbath there was an audience of about 100, the second Sabbath 30, and the third Sabbath perhaps over 100. There were Norwegians, Finns and Lapps. The salary of the minister is paid by the Norwegian government, also the churches and parsonages are erected by the government. The country is districted off into parishes with a minister to each. In the regions where the population are all nomad Lapps, the minister is required to go from camp to camp, preaching and instructing classes of young people for confirmation. The government also supplies for the districts of the country a physician and school teacher. As education is compulsory, all classes can read and write.

BRIEF MENTION.

ONE might well think that our frontispiece was an Alaskan scene, except that the sleigh looks a little too much civilized. As a matter of fact, it presents a likeness of the Rev. William Poyseor, missionary in Marquette, who with his dogs and sleds travelled over 360 miles last winter among the lumber camps and villages of Northern Michigan. Services were held constantly in these camps, in village school-houses, and in cottages. Mr. Poyseor also made a point of distributing good literature among the lumbermen. Doubtless by the time this number appears he will be starting off again on his useful travels.



A MISSIONARY IN THE DIOCESE OF MARQUETTE.



Not a decade ago the present writer with his fellow voyagers toward the midnight sun landed and interviewed a score of Lapps in the midst of their reindeer. They appeared to us all the lowest among all types of humanity. Yet we have already found among those Lapps helpers in our utmost need, whom we could find nowhere else. "Let not the head say to the feet, I have no need of you."

Feb 14 ***** 1899

Reindeer in Alaska—their introduction, domestic growth and unexpected usefulness, where shall we find the best information on this topic? It lies hidden where nobody would look for it, in the United States commissioner of education's report, just issued from the government printing office (Vol. II., pp. 1,601-47).

Siberian reindeer were first imported by our government in 1891 as a humanitarian movement. The Alaskans were ready to starve, for their sole food—whales, walrus and native game—had been mostly killed or frightened away by white hunters. The progress from this initiative has been great. In July, 1897, the Alaskan herds amounted to 1,466, at four stations north and south of Prince of Wales—the most western cape on the American mainland. This number has since greatly increased, not only by native births, but by an agency established in Siberia for securing animals all through the year and having them ready for transportation within the brief summer in which navigation is permitted by arctic ice. Siberian owners often refused to sell their reindeer unless they were themselves taken along to care for those "members of their families," and they became schoolmasters, as it were, to Alaskan herder apprentices.

It was soon, however, ascertained that the Lapps were superior to all other nationalities as regards the most improved methods of handling reindeer. An agent dispatched to Lapland prevailed on seven families of the most expert trainers to teach their mystery in Alaska for three years. This service they performed with gratifying success. Then three of them were persuaded to remain, becoming herd owners, while four, in accordance with the original terms, were carried back to their homes. The reindeer superintendent Kjellmann—whose name bespeaks a Norseman, if not a Lapp—soon went abroad with orders to import a permanent colony from Lapland for building up a sort of normal school of reindeer culture.

It is now demonstrated that for the development of Alaska reindeer are an absolute necessity. Dogs, horses and mules are as nothing in comparison. They all starve where the reindeer finds plenty to eat, and freeze where he has no care for shelter. The capabilities of our arctic camels have never been so tried and found not wanting as in Alaska. In the winter of 1896-7, when congress had voted \$200,000 for sending food to starving Klondikers and 400 whalers frozen in still further north, it proved that no other creature but the reindeer could either find food on the routes of rescue or draw enough of it for its own subsistence. Reindeer garnered from the different stations, then afforded the only reasonable plan of relief, and showed beyond a doubt that they are invaluable as freighters, mail carriers and aids to miners prospecting where no other means of transportation can carry them.

Early in 1897 three men with seventeen reindeer finished a trip of 2,000 miles, the longest known to have been ever made with the same teams. Their route was through unknown regions, partly to discover new oases of moss pasture and partly to learn what could be done away from trains and timber. In twelve hours of one day they made eighty-five miles. The cold was sometimes 77 degrees below zero, but the colder it was the more the reindeer thrive, and at night found their own food. In spite of a poorga—which is a blizzard raised to the highest power—all would have gone well to the end. But when nearing their goal no moss could be discovered where it had been declared to abound. After all, in a forced march of four days, four only of the seventeen in the foodless teams perished.

JAMES D. BUTLER.

REINDEER IN ALASKA H. Y. FINE Commissioner Harris Tells What Has Been and Should Be Done.

Feb 13 96
To the Editor of The New York Times:

I notice an article in the issue of your paper of the date of Feb. 9 in regard to the recent proposal to appropriate the sum of \$45,000 to introduce domesticated reindeer into Alaska. In the article that you have published you say that the object of the reindeer is the prevention of starvation on the part of the natives. The sum is a little more than double the amount appropriated last year by Congress for the natives on the islands of St. Paul and St. George, called the Pribilof Islands, who had been deprived of their support by the failure of the seal fishery; \$19,500 was appropriated to those natives—199 persons all told. The sum appropriated by Congress to be expended under the direction of the Bureau of Education for the education of the Alaskans has been \$30,000 per annum for the past three years. This bureau has recommended, and the Honorable the Secretary of the Interior has approved of the plan to make the education of the Alaskans not only a book education, but an education in the arts of civilized life, in so far as those arts are fitting and proper for the climate and surroundings of Alaska.

From the fact that Alaska furnishes in immense quantities the moss on which the reindeer feed, it has been correctly inferred that the breeding and training of the reindeer would be a very proper industry for the natives of Alaska, and at once make these natives useful to white settlers who should go there. Little can be done with agriculture in that region, but a large population may yet live on the productions of Alaska if the immense fields of moss are made available through the mediation of the reindeer. Judging by the experience of Lapland and Finland, nearly 10,000,000 reindeer could easily find permanent support on the moss of Alaska. The native, instead of being in danger of starvation, would then furnish a permanent support of food not only for his own people, but for arctic voyagers and for the immigrants to the mines, and for the other settlers from the States. But the question of food supply is not the only one. The communication from one point to another during the long Winters of Alaska is performed by dogs. But transportation by the reindeer is much more speedy and sure. The reindeer can find its subsistence at any port in Alaska in midwinter wherever his driver turns him loose; but food for the dogs in traveling has to be transported with the baggage that he carries, or else must be found at the frequent villages which make possible any journey with dogs.

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The introduction of reindeer, therefore, is the key to the entire situation. Alaska has been and will be an item of great expense to the United States Government. This expense has been met by the seal production until the recent destruction of the fisheries. Meanwhile, what shall be done with Alaska, this territory of 580,000 square miles? During the past year nearly \$1,000,000 of gold was mined in those regions. The miners must have their food brought from the States. Their communication with the civilized world is limited to a brief period in the summer. But the reindeer can furnish food and transportation in sufficient quantities, provided the natives are trained so as to become herdsmen. The missionary stations, twenty in number; the Catholics, the Russians, and various Protestant denominations are eager to undertake the instruction of their pupils in the art of breeding and herding the reindeer. This bureau has already been engaged in this experiment since 1891. The first year there were obtained 16 reindeer, the second year 171, the third year 127, the fourth year 120, and 180 the last year. The possibility of transporting the deer across the sea and subsisting him en route, and of keeping a herd on this side, has been fully demonstrated. We have purchased, in all, 564 deer, and there have been born in Alaska from this herd 571 fawns. Seven families of Lapps have been procured to teach the improved methods of breeding and caring for these reindeer, and they have met thus far with excellent success. In 1894, under Siberian herdsmen, the mortality of the reindeer was so great that out of 186 born 41 were lost. Under the care of the Lapps, out of 223 born in the Spring of 1895 only 15 were lost. We have at the present time a herd of 910 reindeer, and the rate of increase is about 50 per cent. annually. The first attempt has been made the past year to transport some of this herd to the missionary stations south of Golovin Bay and the Yukon River.

With the small herd that we have thus far collected we have solved the problem of the introduction of the reindeer, and find that this animal can be domesticated in Alaska and do all that was claimed for it at first. But it should be introduced in large numbers; the United States ought to purchase at least one large herd. What would be called a large herd in Lapland is 5,000 deer. But the request has been made on Congress to furnish only 1,500 reindeer, and this recommendation has been made in the interest of economy. The United States will be at a continued expense in providing for this distant region until it brings the people to self-support. It may as well have the whole region yield a profit to immigrants who go thither and to the Government itself. The creation of great herds of reindeer will create a taxable property in that region. What reason is there, therefore, to increase this herd by the insignificant numbers of 200 or 300 a year, when by a more liberal expenditure a herd of from 1,000 to 5,000 may be created at once, whose natural increase will be sufficient to furnish herds in a year or two to all the points held by missionaries or white settlers? Is it economy on the part of the United States Government to spend \$20,000 a year for the support of the native inhabitants in danger of starvation, as at the islands of St. Paul and St. George? Or is it best to spend \$45,000 or \$50,000 once for all, and have reindeer enough to stock all the islands and great herding stations on the mainland?

I do not wish to deprecate the sentimental argument which is appealing so strongly to the kind-hearted people of the United States. But it is very unjust to suppose that the sentimental argument is the only argument. This enterprise the introduction of reindeer into Alaska appeals to the coldest-hearted political economists as well as to the warmest-hearted missionaries. It proposes to raise these people from the position of fishers and hunters, the lowest natural condition of man, up to that of herdsmen, one of the civilized conditions of men. And it is this latter reason that makes us repudiate the plan of stocking islands like the Aleutian and St. Lawrence Islands, for example, with tame reindeer, letting them run wild again in that region. We think it very important that the tame reindeer should be kept tame and the native be elevated to the position of herdsman, who rears the tame reindeer as a beast of burden and transportation and as furnisher of food.

W. T. HARRIS, Commissioner.
Bureau of Education, Washington, Feb. 13, 1896.

REINDEER *Sunday Herald* TO THE RESCUE.

August 15, 1897

The One Salvation of Alaskan Miners. 1897

WILL SUPPLY ALL NEEDS.

They Mean Food, Clothing and Transportation.

REV. SHELDON JACKSON'S PLAN.

A Carefully Elaborated Scheme for Solving the Klondike Problem - It Has Already Been Proven Feasible—Some Successful Experiments and Curious Experiences.

Since the gold fields of Alaska and the approach thereto, as well as the enthusiasm of fortune-hunters, have become literally ice-blanketed, the question which every man asks his neighbor is not

steeds of old Santa Claus are valuable, although every child can testify to their use in that direction. The reindeer's flesh, either fresh or cured, is considered a great delicacy; the skin is soft and warm, and can be used for both clothes and shoes; then there is the milk, which is as good as any which we buy in the city at 8 cents a quart. They are more docile than the horse, and are better adapted than any other animal for transportation in the climate of Alaska.

Thus we have embodied in one little animal, averaging in size from three to five feet in height, meat, drink, shoes, clothing and the means of transportation—not to mention his possibilities as a commercial commodity, for his hoofs and horns make the best glue known, and his hair has a buoyant quality which makes it valuable for life-saving apparatus. In addition to all this, he is the only useful animal that can live upon such frugal fare as the Alaskan climate affords. Dogs must carry their food on their backs, but reindeer feed from the soil which they traverse, and it is estimated that the territory of Alaska is capable of sustaining 9,200,000 of the latter animals, a number which will support 287,000 people.

The only difficulty in the matter is the fact that the reindeer have to be imported. Through Dr. Jackson's efforts something less than a thousand have already been brought from Siberia, and because of the prevailing ignorance as to the care and herding of the strange little beasts, six families of Lapps were imported along with them. A central station was established, and some of the most intelligent of the natives taken as apprentices. These are doing well, and many are now capable of taking care of herds themselves.

Some of the difficulties which Dr. Jackson encountered would be amusing if they did not cause so much trouble. He had to contend with the superstition and the business interests of the natives of Siberia, and was only able to collect small herds at different places. The Siberians depend largely for sustenance upon bartering the products of the reindeer. They are afraid that they will be cut off from this if the Alaskans have reindeer, too. Besides that, the people never use money, so that it was necessary



BREAKING YOUNG REINDEER.

"How much will they get?" but "How long can they last?" and the cry, "Be-ware, or you'll starve!" comes home not only to the prisoners of the Yukon, but to every man who thought of doing like-wise and didn't.

The day is sure to come when some of those miners will be ready to barter a gold mine for a crust of bread. Weeks ago a dog was worth his weight in bullion, because he was the sole means of transportation to the "fields of the cloth of gold." But before many moons his weight will be much less, and it will become a serious question which eats the other—man or dog.

Some provision for these unfortunates will have to be made, and that very quickly.

There is one man who claims that he solved this problem long ago, and if he could have had his way Alaska might at this moment be a very different place to live in. This man is the Rev. Sheldon Jackson, who went to Alaska first as a

for the agent to be provided with the various things which the natives were glad to get in exchange.

The richest native in the village of Indian Point, Siberia, does \$100,000 worth of business every year without using a single coin, or a single banknote, nor are any books kept. He can neither read nor write, nor can any of those belonging to him.

The reindeer, with their feet tied together, are loaded into small boats on the Siberian side and carried to the schooners which convey them across to the Teller Station, at Port Clarence. The herders drive the deer which are already on the Alaskan shore down to the beach, and when the men in the boats reach shallow water, they turn their load of reindeer out into the water and let them swim to shore themselves—which they readily do when they see the other reindeer there.

The herding of the reindeer imposes a nomadic life upon those who attempt it, as the herds constantly change their

"honorable discharge" of a faithful dog,



A LOAD OF REINDEER ON ST. LAWRENCE BAY, SIBERIA.

missionary, but has now attained the position of United States Agent of Education in Alaska. He has established every Government school in the territory, and as he travels about 17,000 miles over Alaskan lands and waters every summer he doubtless knows more about the country than anybody else.

It is his scheme to introduce reindeer into the territory as fast as possible. The experiment has been tried, and proved a success. The desolate, bleak, snow-covered fields would support millions of the gentle, fleet-footed little animals that flourish best in just such a climate, finding plenty of nourishing food in the moss, which they get by digging away the overlying snow with their horns and hoofs. It is not merely as a means of transportation that these

position in search of fresh food. During the first year or so in the vicinity of the Teller Station the herders slept in single canvas tents during the entire winter, and they suffered great hardships, as may well be imagined. Now they build log huts wherever it is possible.

At the landing station sledges and harness are made, the latter being simply made and may be put on and secured by two motions, touching the deer as little as possible.

About a year ago 130 deer were driven from the central station to Golovin Bay. Mr. N. O. Hultburg, the missionary there, writes: "At first the herd was kept five or six miles north of the station, where there was moss in abundance. As we had a number of steers, my thought fell on how to get them

which was formerly owned by Mr. Gil-

The Secretary of the Interior has approved and forwarded to Congress the recommendation of the Commissioner of Education that the sum of forty-five thousand dollars should be appropriated the present year for the purchase of reindeer, the same to be furnished by the lowest bidder and delivered at suitable points on the Alaskan coast. Fifteen hundred to two thousand reindeer would, it is thought, be secured by this sum. Added to the nine hundred or more deer already in the herd kept at Port Clarence, near Bering Strait, there will be a stock of twenty-five hundred or more. The natural increase of a herd of reindeer, judging from the experience of the last four years in Alaska, amounts to upwards of fifty per cent. increase of the entire herd. With three thousand reindeer the annual increase would be at least fifteen hundred, and the Bureau of Education could distribute in the first year a sufficient number to each missionary station and white settlement to provide herds of from one to two hundred each. These under the care of Lapland herdsmen and with additions from the central herd on following years would soon grow to be large herds. Through the efforts of the missionary schools and the government schools the natives would learn to

breed and train the reindeer and the native population would thus be raised from the savage state of mere hunters and fishermen to the higher condition of nomads or herdsmen. Whereas now inter-communication between the villages in Alaska is very precarious in the winter time due to the fact that the dogs that draw the sledges have to creep along from village to village in order to procure their necessary food, on the other hand the reindeer can procure his food immediately from the moss under the snow at any point where he is turned loose. The dogs travel at the rate of thirty-five miles a day while the reindeer travels ninety miles a day. It would be possible to have communication with all of the settlements scattered through Alaska, once in two weeks during the long winter season. Once large herds of reindeer are established in Alaska a plentiful supply of the best food will become everywhere available. The danger to miners and other settlers who run the risk of coming short of provisions in case of mishaps to their annual stores would be removed as well as the danger to those natives who have been deprived of their food by the destruction of the walrus and whale. There is no reason why a large population of hardy people should not live and find profitable industries in Alaska. The one food supply that amounts to anything is the long, white fibrous moss (*Cladonia Rangifera*) which exists in such abundance that ten million of reindeer can subsist upon it within the territory of Alaska, judging by the experience of those countries like Lapland and Finland where similar conditions exist.

The main argument used by the Commissioner of Education for this appropriation on the part of Congress is not chiefly the one based on the Christian sentiment of the people, an appeal to prevent starvation, although all missionaries and other authorities report numerous cases of death by starvation. The object of the introduction of reindeer is not to afford a temporary relief by furnishing food to the natives, but rather the transformation of a people from the savage employments of hunting and fishing into a higher grade of civilization, that of herdsmen and teamsters. In the condition of herdsmen and teamsters these people at once come into profitable business relations with the rest of the world. They furnish deer skins and meat for commerce and they furnish the rapid transportation to make safe and prosperous the settlements in that territory.

REPORT

OF

THE GOVERNOR OF ALASKA.

DISTRICT OF ALASKA, EXECUTIVE OFFICE,

Sitka, October 1, 1898.

SIR: I have the honor to transmit herewith my report on the affairs of Alaska for the year ending June 30, 1898:

REINDEER.

That these animals in the future will be reared in vast herds can not be doubted by any person who is at all open to reason. Why is Alaska bound to have a vast population? The answer is, because it is a healthy country, where an abundance of wholesome food may be obtained at comparatively small effort. It will prove so, too, with this interesting animal, the reindeer. The camel is no more divinely fitted for the burning desert than is this animal for the frozen north. The moss which he loves grows over immense reaches. The importance of these animals to that northern section of Alaska can not be overestimated. One objection after another has been overcome.

It has been stated that the Siberian natives would not sell. If they did the animals would not stand transportation, the dogs would kill them, the Esquimaux would not be taught to take care of them. These difficulties have faded away. The chief promoter of this benevolent enterprise, Dr. Sheldon Jackson, has been assailed and accused of all manner of wickedness by a few who appear to be unable to appreciate the principles of this problem.

A few thousand dollars spent now in helping the Eskimo to obtain deer herds will save thousands in the future. The interest that these natives have taken in the deer is most gratifying. They understand how much it is to them to be supplied with them.

In the near future we shall expect to have the mail transported by reindeer all over northern Alaska in winter at a much less cost than is now paid.

There appear to be drawbacks to report for this year in regard to the station for collecting the animals upon the Siberian coast. What the facts are and who is at fault is not known here in Sitka. The master of the steamer *Del Norte* reported that he transported but 161 animals.

The usefulness of these animals has been so clearly demonstrated that Congress should make provision for as many as can be purchased from the Siberian herders.

EDUCATION.

Congress has been appropriating \$30,000 annually for the industrial and elementary education of children in Alaska, without reference to race. It was recommended last year that the amount be increased to \$60,000, but it was not. This work is under the direction and control of the Bureau of Education. Its plans contemplated the expenditure of such an amount to keep going the schools already in hand. New places have suddenly grown up. At Skagway 116 children of school age are reported, but the Bureau is not able to help them. Two schools are needed upon Prince William Sound. There should be a larger building and an additional teacher at Douglas City. Another teacher is needed in Juneau, and at other places buildings and teachers are needed. It is again earnestly recommended that \$60,000 be appropriated for the industrial and elementary education of these Alaskan children. It is recommended also that there be coupled with the appropriation a proper compulsory school law. Such a law would have a very wholesome effect upon a large number of natives who are indifferent about sending their children to school. Where these children come regularly their progress is highly satisfactory.

MISSIONS STATIONS.

Section 7 of the organic act provides—

That the land, not exceeding 640 acres at any station, now occupied as missionary stations among the Indian tribes in said section, with the improvements thereon erected by or for such societies, shall be continued in the occupancy of the several religious societies to which said missionary stations respectively belong until action by Congress.

This was in 1884. The act of March 3, 1891, provides:

And all tracts of land, not exceeding 640 acres in any one tract, now occupied as missionary stations in said district of Alaska are hereby excepted from the operations of the last three preceding sections of this act.

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Such action was followed by Congress in Oregon and Washington. It would be a great relief to the various societies if Congress would at once invest them with fee-simple titles to these stations. At present in some places they are annoyed and hampered and put to expense and great uncertainty for want of proper title.

Very respectfully,

JOHN G. BRADY,
Governor of Alaska.

The SECRETARY OF THE INTERIOR,
Washington, D. C.

Rev. Sheldon Jackson Endorsed.

Sheldon Jackson has had the opposition of the whisky ring to contend with in Alaska, and his scheme for the introduction of reindeer has been unjustly criticised. The neglect of the government in furnishing adequate transportation and supplies has been charged up to him personally, and the public has been needlessly prejudiced against him.

Lieutenant Jarvis, of the revenue marine service, who has recently returned from Alaska, however, commends with the highest praise the Rev. Sheldon Jackson's plan of introducing reindeer into Alaska. Dr. Jackson has had to suffer a good deal of ridicule in this regard, and good men have denounced the scheme as absurd and a waste of time and money; but Lieutenant Jarvis says that it is the most important movement ever undertaken by the government in that part of the world, because reindeer are the only animals that can live and flourish in that country and are invaluable for their milk, for food, for their fur as clothing and as beasts of burden.

Feb 21, Mr. Henderson.

MA EVENING NEWS: TACO

There are now about 3,500 deer belonging to the government in Alaska, which are leased out among the natives near the missionary stations to be taken care of under the supervision of government agents. The people who take care of them are allowed to keep the increase, which is about 50 per cent a year. They are not allowed to kill any and will not be until the total herd numbers 10,000, when Dr. Jackson thinks the deer will be able to take care of themselves. It is not the intention, however, to turn them loose and let them run wild, but they will be kept as cattle are in this country in corrals and herded in the neighborhood of the missionary stations.

Dr. Sheldon Jackson has not been so thoughtful as to suggest that the British war office supplant the mules with reindeer. Post. Feb 19, 1900.

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WEDNESDAY, FEBRUARY 14, 1900.

Lieut. Jarvis of the revenue marine service, who has recently returned from Alaska, commends with the highest praise the Rev. Sheldon Jackson's plan of introducing reindeer into Alaska. Dr. Jackson has had to suffer a good deal of ridicule in this regard, and good men have denounced the scheme as absurd and a waste of time and money; but Lieut. Jarvis says that it is the most important movement ever undertaken by the government in that part of the world, because reindeer are the only animals that can live and flourish in that country and are invaluable for their milk, for food, for their fur as clothing and as beasts of burden. There are now about 3,500 deer belonging to the government in Alaska, which are leased out among the natives near the missionary stations to be taken care of under the supervision of government agents. The people who take care of them are allowed to keep the increase, which is about 50 per cent a year. They are not allowed to kill any and will not be until the total herd numbers 10,000, when Dr. Jackson thinks the deer will be able to take care of themselves. It is not the intention, however, to turn them loose and let them run wild, but they will be kept as cattle are in this country in corrals and herded in the neighborhood of the missionary stations.

WILLIAM E. CURTIS.

ESQUIMAUS STARVING IN ALASKA—FATE OF THE RACE DEPENDS ON THE HARDY AND BEAUTIFUL REINDEER

Photographs reproduced from "The National Geographic Magazine," Washington, by courtesy of the publishers.

CAMEL OF THE ARCTIC.
New York Tribune. Jan. 21st
Fate of the Alaskan Esquimaux
Depends on Reindeer. 1903.

General Funston, the United States military commander in Alaska, has been investigating the report that the Esquimaux in that Territory, more particularly in the vicinity of Cape Nome and Pilgrim River, are in danger of starvation. He finds some justification for the stories, and has been instructed to extend relief. This, of course, would be only temporary in its effect. Permanent measures of one kind or another are needed, therefore. The extermination of the whale, seal and walrus along the coast and of the caribou and moose further inland has deprived the natives of what were once their chief food resources. Among General Funston's recommendations are these: There should be a special superintendent of Esquimaux in Alaska, the natives should be compelled to fish during the salmon season, and all of them that remain about military posts should be compelled to work. He takes occasion to add that the "splendid work" of the Commissioner of Education in introducing reindeer and instructing the Alaskans in their care and use "bids fair, in the course of a few years, to eliminate all danger of distress among these people."

The scheme here referred to was conceived by Dr. Sheldon Jackson, who was appointed general agent of the United States Bureau of Education for Alaska in 1885, and who has visited that Territory every year since that time. Failing to get an appropriation from Congress when he first asked for it, he was supplied with \$2,000 by private individuals in 1891, and was thus



PROSPECTING FOR GOLD.

Dr. Gilbert H. Grosvenor, in "The National Geographic Magazine" for April: "The time is coming when Alaska will have great reindeer ranches, like the great cattle ranches of the Southwest, and they will be no less profitable."

The first great service which these picturesque and hardy creatures render is that they furnish food to the natives. It was this consideration primarily which led Dr. Jackson to recommend the experiment. He noted the fact that there were 400,000 square miles of country so barren

solution of the problem was found. In time Alaska is likely to have not only as much meat as her population can possibly consume, but much more for exportation to the more densely settled districts of the United States, where a market for reindeer tongues and hams could easily be created. Besides, the reindeer cow gives a cupful of very rich milk, as thick as cream and making good cheese. The quantity is small, to be sure, but this milk stands dilution without harm, and is a great luxury under some circumstances.

Another exceedingly important use to which these animals are put is transportation. A pair of reindeer, hitched to a sled, can haul a load of between 500 and 700 pounds at the rate of thirty-five miles a day. The best record made in Alaska for a single day by reindeer express is ninety-five miles. By this method freight and mail matter can be conveyed great distances. The United States Government sent mails from Cape Nome to Candle City, on the Arctic Ocean, 260 miles away, last winter in about eight days. Dog teams would have required fifteen or twenty days. Another point of difference between the two animals is that the reindeer can find his food on the road, whereas that which a dog requires must be carried along on a sledge when a journey is made through an uninhabited region, and a dog team cannot haul enough to feed it for any considerable distance. The reindeer can be, and often is, ridden like a horse. Not only young people, presumably of less than average weight, but military officers weighing fully 200 pounds, have been carried by reindeer. When the latter are employed as beasts of burden, however, their packs rarely weigh over 150 pounds. Mr. Grosvenor appropriately calls them the camels of the Arctic.

To the mining camps along the Yukon and its tributaries the reindeer has already proved valuable. At those points butchers will pay from \$60 to \$100 for a single animal, and a male broken to harness will often bring \$150. When the supply has increased materially these quotations may not hold good, but they appear to hint of the relation between this new feature of Alaskan life and the development of Alaskan mineral wealth. Even if the animals were much cheaper, there would still be a large profit on them. In Siberia a full grown bull or doe of the Chukches species brings only \$4, while the more sturdy and powerful Tunguse deer sells for \$7.50. The cost of a fawn to its owner during the first year is scarcely more than \$1. The does breed at the age of two years, and bear a fawn every year thereafter for ten years. The



TRAVELLING DEERBACK THROUGH SNOW.

enabled to secure a herd of sixteen reindeer from Siberia. The government gave him \$6,000 in 1894, \$7,500 in each of the next two years and then larger amounts. The last four annual appropriations have been \$25,000 each. Altogether nearly one thousand reindeer have been brought from Siberia, but by breeding the number in Alaska has now been increased to about six thousand head. Inasmuch as the natives have now learned how to care for them, and as there is pasturage enough for many millions, the development is sure to proceed rapidly. Says

that they would not support horses, cattle or even goats. On the other hand, a peculiar moss, on which the reindeer lives, abounds in all Arctic lands and is found in Alaska. More than a dozen years ago Dr. Jackson declared that at least twenty thousand natives were in danger of starvation if no new means of feeding them were provided. To let them experience such a fate would be a disgrace to civilization, and yet to transport provisions enough to that almost inaccessible region would have been a costly undertaking. Another and much better



REINDEER TETHERED DURING A HALT.

young are very hardy. One herd is mentioned which contained fifty does. Of these forty-eight bore fawns one year, and all but five survived. Herding is an art which must be learned gradually, but it has been mastered by many Esquimaux now, and rarely are animals lost through accident or carelessness.

Restoration of the Reindeer

By Malcolm McDonald



THAT story of the restoration of the reindeer herds of Alaska is one that appeals to the imagination as well as to the business instinct of the average American. It is one that must delight, for instance, the heart of good old John Burroughs, the nature-lover and friend and companion, for the time, of President Roosevelt. It must delight all nature-lovers. It is an instance of high sentiment, backed by good business.

The annihilation of the buffalo is perfectly paralleled by the de-

purchasing the animals on the coast of Siberia and bringing them over to the Alaska side on revenue cutters. This method has proven unsatisfactory for several reasons, chief of which have been the impracticability of bringing over a large number of deer in any one season, and the lack of revenue cutter service.

The contract with Mr. John Rosene, of the Northwestern Commercial Company, of Seattle, calls for the delivery of any number of female reindeer up to four hundred during the coming season, at Port Clarence, at \$25 per head. No male deer are to be brought over,

as it is proposed to distribute the newly imported animals among the several herds already established along the Alaska coast.

It is only twelve years since Dr. Sheldon Jackson brought his first herd of sixteen reindeer across Behring Strait from Siberia and started his reindeer colony at Unalaska, off the bleak coast of Alaska. Today there are six thousand head in the herds distributed along the coast from Point Barrow to Bethel, and less than one thousand of them were imported from Siberia. But the reindeer enterprise is still in its infancy.

There are four hundred thousand square miles of barren tundra in Alaska, where no horse, cow, sheep or goat can find pasture; but everywhere on this vast expanse of frozen land the reindeer can find the long fibrous white moss which is his food. There is plenty of room for ten million of these hardy animals.

Dr. Jackson's motive in bringing reindeer from Siberia was not to start an industry which some day soon will be worth \$100,000,000. His purpose was purely philanthropic—to give the natives of Arctic and subarctic Alaska a new food supply. As the general agent of education in Alaska, he saw, in 1900, that unless something were done at once, the United States would have to choose between feeding twenty thousand and more natives or letting them starve to death. The modern hunter, with his steam launches and rapid fire guns, had found the whales, walrus and seals such easy prey that he was ruthlessly destroying them. Also the wild caribou, that the native had easily captured before, had been frightened away and was rarely seen.

Dr. Jackson believed that the domestic reindeer, which for centuries had been indispensable to the Northern Siberians, would thrive in Alaska, and he proved that he was right. In 1894 congress came to his assistance with an appropriation of \$6,000, and during the last several years it has made an annual grant of \$25,000 for importing reindeer and helping the enterprise in Alaska.

The Siberians were at first unwilling to part

once there in multitudes, but are now gone, though they are being rapidly restored, by the Washington government and by the enterprise of the Siberian-Alaskan traders.

Heretofore, the government has usually conducted the reindeer business on its own account,

with any of their reindeer. They were superstitious, and, above all, afraid of competition and loss of trade across the Strait. Capt. M. A. Healy, who was commissioned to purchase the deer in 1891, was obliged to sail from village to village for 1,500 miles along the Siberian coast before he found an owner willing to barter his reindeer for American goods. None would sell the deer for cash. Of recent years the Siberians have been but little less reluctant to part with their deer, though they could easily spare many thousands from their herds.

With careful training the Esquimaux make excellent herders. They are by nature good imitators, though not inventive, and readily learn how to take care of the reindeer, to throw the lasso, to harness and drive the deer, and to watch the fawns. Siberian herders were at first imported to teach them, and later the more intelligent and efficient Laplanders, who have learned by centuries of experience to give to the breeding of reindeer the care that we give to the breeding of cattle.

The United States government loans a certain number of the reindeer to the mission stations, or to individuals who have shown their ability, reserving the right, after three or five years, of calling upon the mission station or the individual for the same number of deer as composed the original herd loaned. In 1894 the Congregational Mission at Cape Prince of Wales was granted the loan of one hundred deer. The mission has since paid back the loan, and now possesses in its own right one thousand head.

Each owner has his own individual mark, which is branded on the left or right ear of each of his deer.

Raising reindeer in Alaska is simple and the profits are enormous. A rich market awaits the reindeer farmer, especially at Dawson.

A fawn during the first four years costs the owner less than \$1 a year. At the end of the four years it will bring at the mines from \$50 to \$100 for its meat, or, if trained to the sled or for the pack, is easily worth \$100 to \$150.

The fawns are very healthy, and but few die. The does are prolific and after they are two years of age add a fawn to the herd each year for ten years. Last year out of fifty does two years and more of age in one herd, forty-eight had fawns, and of these only five died, three of which were lost through accidents or by the carelessness of the herder.

The reindeer are so gregarious and timid that one herder can easily guard a thousand head. The herder knows that if a few stray off he need not look for them, as they will soon become frightened and rejoin the main herd.

The does make almost as good sled deer as the bulls and geldings. They are slightly smaller and less enduring.

The Chukches deer cost in Siberia about \$4 a head for a full-grown doe or bull. The fawns born in Alaska are larger and heavier than the parent stock.

The reindeer cow gives about one teacupful of very rich milk, as thick as the best cream, and this makes delicious cheese. Mixed with a little water the milk forms a refreshing drink. The Siberians and Laplanders save the blood of slaughtered deer and serve it in powdered form. From the sinews tough thread is obtained. The Alaskan reindeer can hardly equal the speed of the Lapland deer, which Paul du Chaillu describes as making from one hundred and fifty to two hundred miles a day, and sometimes twenty to twenty-five miles down hill in a single hour. A pair of them, however,

struction of the ancient herds of Alaskan reindeer. The method of the havoc, the details of the butchery, are of course not identical in these instances. How the reindeer were destroyed by the Alaskan natives is not of record, is only a matter of conjecture. Probably by dogs, driven to the wholesale slaughter by their Esquimaux masters, in the dead of winter. We only know that the reindeer were

The prospector can go only as far as the one hundred pounds of provisions, blankets and tools will last, and then he must return. With ten head of reindeer, which he can manage single-handed, packing 100 pounds each, making half a ton of supplies, he can be gone for months, penetrating regions hundreds of miles distant.

Even if no more reindeer are imported from Siberia, if the present rate of increase continues, doubling every three years—and there is no reason why it should not—within less than twenty-five years there will be at least 1,000,000 domestic reindeer in Alaska. This is a conservative estimate and allows for the deer that die from natural causes and for the many that will be slaughtered for food. In thirty-five years the number may reach nearly 10,000,000 head, and Alaska will be shipping each year to the United States anywhere from 500,000 to 1,000,000 reindeer carcasses and thousands of tons of delicious hams and tongues. At no distant day, it may be safely predicted, long reindeer trains from Arctic and subarctic Alaska will roll into Seattle and our most western cities,

like the great cattle trains that now every hour thunder into the yards of Chicago. Before the end of the present century Alaska will be helping to feed the 200,000,000 men and women who will then be living within the present borders of the United States.

can pull a load of five hundred to seven hundred pounds at the rate of thirty-five miles a day, and keep it up for weeks at a time. W. A. Kjellmann drove his reindeer express one winter ninety-five miles in a single day.

Reindeer teams during the last winter carried the United States mail from Nome to Candle City, on the Arctic Ocean, a distance of 260 miles. The teams had heavy loads of passengers and freight, and made the distance in eight days. Dog teams would have required fifteen to twenty days for the trip.

When the caravan halts the deer are turned out to pasture, untethered and allowed to wander as they will. The driver uses a switch to touch up the slothful, but "some of the old deer do not seem to mind a switch any more than does an army mule."

The herders at Cape Prince of Wales, Alaska, earned last winter \$600 in gold for freighting with the reindeer to the mining camps. The deer were worked in double trace harness like horses, and hauled on sleds 790 pounds each.

The reindeer can travel at night as well as in the daylight, and thus during the long Arctic night, when dogs are inefficient, transportation is always possible with a reindeer team.

The reindeer make good packers in summer. One hundred and fifty pounds is a fair load. They also can be ridden in the saddle.

In the Tunguse country the natives use their deer in summer as we would a mule or horse. It is no uncommon sight to see a Tunguse trotting along the shore deerback.

The vast majority of the American people have an idea that the reindeer experiment in Alaska proved a failure long ago, simply because of the widely advertised unsuccessful attempt in 1898 of bringing deer from Lapland.

The original motive in bringing the reindeer to Alaska was purely philanthropic—to give the native a permanent food supply. Since then the discovery of large and valuable gold deposits upon the unnavigated streams of Arctic and subarctic Alaska has made the reindeer a necessity for the white man as well as for the Esquimo. A dog team on a long journey will make on an average of from fifteen to twenty miles a day, and in some sections cannot make the trip at all because they cannot carry with them a sufficient supply of food for the dogs, and can procure none in the country through which they travel. A reindeer with two hundred pounds on the sled can travel up and down the mountains and over the plains without a road or trail from one end of Alaska to the other, living on the moss found in the country where he travels.

Without the reindeer, prospecting is impossible at a distance from the base of supplies.

(Continued to Page 5.)

